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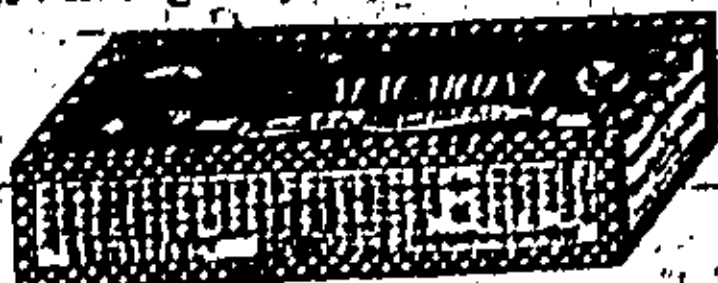
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STRAY MINE DANGERS.

WANDERINGS WITH THE GULF STREAM.

Last December the French Académie des Sciences received from the Prince of Monaco some interesting notes on the probable wanderings of stray mines in the North Atlantic for some time after the war, and the consequent danger to navigation which might be anticipated. The Prince began his studies of the North Atlantic currents many years ago, and based his forecast upon experiments which he himself had made with floating objects.

He has now pointed out to the Academy that his theories are being confirmed by observations of the United States Weather Bureau and Hydrographic Office, which report that since December 33 mines have been met with at different points in the North Atlantic, 23 of which were in positions covered by a chart of the Gulf Stream—the chief factor concerned—drawn up by the Prince. These, it appears, are the first mines returning to Europe from America after a four years' floating tour under the influence of the Gulf Stream. After getting adrift from the European mainland, these mines have, during this period, visited the Channel, the Bay of Biscay, the Canaries, the Azores, and the Antilles.

For the information of navigators, the Prince states that in addition to those removed through accidental causes during their travels, or by mine-sweeping operations, a certain number of mines escape from the great cycle which covers almost the whole of the North Atlantic and fall into the whirlpool which concentrates a proportion of the floating matter of the Atlantic in the Sargasso Sea. Some, too, on their return journey from their circular course, by the Azores group, while others, escaping from the main course on approaching the Channel, skirt the Irish and Scottish coasts, reach Norway, and are eventually destroyed by the ice in the Arctic Sea. These irregularities are due mainly to the effect of certain storms.

But for many years mines will be floating round the North Atlantic in considerable numbers, more particularly in the European coasts, the Canaries, Madeira, the Azores, and the Sargasso Sea. The American coasts are protected by the cold currents flowing down from the north, which should sweep them free of mines. Only in exceptional cases mines might be given there by heavy easterly or southerly gales.

One important conclusion drawn from these facts is that transatlantic traffic will be safer in keeping north rather than south of ordinary routes from Europe to New York.

THE PEACE OF VERSAILLES.

COMPOSITION OF OCCUPYING FORCES.

PARIS, November 3rd.
The coming into effect of the Treaty of Versailles on or about November 20th, was foreshadowed by an announcement, following to-day's meeting of the Supreme Council, that all delegates and delegation commissions would meet here on November 10th, for organisation purposes. The object of this is to have those Commissions fully organized and prepared to assume authority in their respective areas on the day that the Treaty becomes effective. The Commissioners will be on the spot that day in Silesia, Meuse, Schleswig and Techen to take over authority and will be supported by Allied troops. Only Powers that have ratified the Treaty will be represented at the organization of these commissions on November 10th, and the occupying forces will be composed of British, French and Italians unless by then America has ratified the Treaty and its reservations have been accepted, in which case Americans will participate. The Council has formally decided that the Allied forces in Silesia shall be commanded by a French general.

The character of the American reservations remains a subject of the greatest interest here because it is considered that before America can participate the Powers must make clear their attitude towards whatever reservations are adopted. With the exception of America's near desire, diplomats are maintaining silence on the subject and waiting until they know what the American stand actually is.

GERMANY BUYS COTTON.

IN SOUTH EASTERN AMERICAN MARKETS.

New York, October 3rd.
It is rumoured that German agents have purchased a large quantity of 10,000 bales of spot cotton in the South-eastern markets. A New Orleans firm says that Japanese interests have become among the South's best cotton customers. At the same time, English export interests are also neglecting no opportunity to secure desirable lists of cotton in the Southwest whenever they are offered. It is reported that bookings out of Galveston for shipment from November on to March have been very large.

It is understood that present consignments to Holland show large losses. It is said that there are between 80,000 and 90,000 bales of cotton at Rotterdam which overtax the facilities for handling supplies at that point. In fact, one man who sold cotton to a spinner out of Rotterdam, found it impossible to locate his cotton owing to congestion and confusion, and it is claimed that cotton can be shipped from Ghent, to Rotterdam, in shorter time than it takes to make deliveries in Rotterdam from the stock there, owing to the unprecedented congestion. It is also claimed that there is more cotton in Europe on consignment at the present time than ever before in the history of the trade, suggesting some big losses among owners, as the only terms on which Germany can buy cotton is on twelve months' credit, payable in marks.

HOW THE RAILWAY STRIKE WAS FOUGHT.

THE SPIRIT OF THE PEOPLE.

Now that the strike is over (says the Times on October 6th), the nation can congratulate itself on the resourcefulness, patience, and good humour with which it met a serious and even dangerous situation. The first news that the railwaymen had declared a general stoppage came to the public as unexpectedly and so suddenly that the immediate effect was one of consternation, and there were widespread misgivings as to how far the food supply and vital public services could be maintained.

This mood quickly disappeared. Before the strike was many hours old the average citizen had decided that he could and would see the thing through, and was arranging his plans to "carry on" with the resources still at his disposal. His resolution was strengthened and encouraged as the effectiveness of the measures taken by the Government to meet the situation became known, and with each day of last week public confidence increased. The strike was deplored, and negotiations, directed towards a possible settlement, were followed with interest, but the community never weakened in its determination to support the Government in meeting what the majority of the people regarded as a challenge to the Constitution of the country.

THE FIRST STEPS.

The first steps taken by the Government to counteract the effects of the strike were concerned with emergency transport and the distribution of food. Quite unknown to the public the Ministry of Food had been ready to put into immediate operation a complete scheme to ensure the use of its railway system. As a precaution, strict rationing of meat, bacon, margarine, butter, and sugar was reimposed, and a new Public Order Act put into force, but much more important than these restrictions on consumption were the substitutions of other forms of distribution for that cut off by the railwaymen.

The strike leaders could have had little knowledge of the completeness of the scheme which, at the critical moment, was launched by the telegraphing of a code word to the Divisional Food Commissioners of Great Britain. They may have known that at vital centres reserves of food were held to meet an emergency, but they could not have known that the food was served with milk and such perishable food as fish.

ROAD TRANSPORT.

The instruments which saved the situation was the motor lorry. A thousand lorries were brought under instructions to provide London with milk. Every detail of this road transport had been thought out weeks earlier in anticipation of such a crisis as arose 10 days ago. The maps and plans were ready. By Saturday afternoon Hyde Park taken over for use as a clearing station—was filled with lorries, each one chalked with its destination and the number of churns it could carry. In accordance with a timetable to which they kept very closely, the thousand vehicles employed in the service covered 73,000 miles daily. The lorries from which milk could be brought to London were pulled out into districts within a radius of 100 miles to prearranged stops, where it was collected by the lorries and brought to Hyde Park. From the Park wholesalers drew their supplies and passed them on to retailers in the ordinary way. When the lorries took back the empty churns to the country they also carried as full a cargo as possible of foodstuffs moved from the docks by horse transport.

The importance of milk was obvious; that of yeast may not have occurred to the ordinary man. But yeast is required for bread. Practically the whole of it is produced by distilleries in Scotland and Ireland. The bakers got their supplies as usual last week. The Ministry of Food had a yeast map as well as a milk map, and lorries, Ford cars, and motor vans carried out the distribution. Milk and yeast called for very highly developed organization, the transport of other foods was more easily arranged. In every case the result was the same, however. Supplies were maintained so successfully that there was never any apparent shortage.

THE TRAVEL PROBLEM.

If food was the first interest of the menaced community, the second essential thing, particularly in the London area, was the maintenance of transport services by which people could travel between their homes and their work. As the public now know, the suddenness of the strike and the action of the men in leaving their work without the statutory notice took the railway companies completely by surprise and brought the great railway systems of the country to a complete standstill. Large numbers of passengers were stranded far from their destination, and innumerable freight trains were left standing on the lines, their fires still burning. To effect this sudden coup the leaders of the men had laid their plans deep and well. Motor cars were waiting at prearranged points to take engine-drivers, firemen and guards to their homes; and engine-drivers who had brought trains to London from remote parts of the country were induced to refuse to take the trains back by the promise of being sent back to their homes by motor-cars.

At the appointed hour, midnight of Friday, September 20th, the signal-boxes were abandoned, and the nerve system of the railways being thus suspended a complete state of paralysis was established.

Happily complete paralysis did not last long. Railway managers and heads of departments set quickly to work with the resources left to them to improvise an emergency service. Some of the union men had remained loyal to them; there were non-union men who refused to go out on strike. From this material drivers and firemen were found. Inspectors acted as pilots, and members of the executive and clerical staffs left their offices to act as guards, porters, ticket collectors, flag signallers, and the like.

TRAIN SERVICES.

Within 24 hours most of the companies were running a few trains on their main lines, but the total last Sunday week did not much exceed 40, and all the suburban lines were suspended. Thousands of volunteers offered their services and from these it was possible to select a large number for the less technical branches of railway work. Day by day the number of trains, it was possible to run increased considerably, and emergency systems of signalling were organized which made railway travelling, at all events, safe. The suburban services were partially restored; and the companies were able to issue provisional schedules for main, branch and suburban lines, and to carry them out.

As an indication of the general daily increase in the train services, the figures may be given of the London and North Western Company. Thirteen trains were run on September 24th, 50 trains on September 25th, 125 trains on September 26th, 237 trains on October 1st, 294 on October 2nd, 340 on October 3rd, and 348 on October 4th. Other companies increased their service in about the same ratio. Last Friday the total number of passenger trains running was estimated at 4,380, exclusive of District, Metropolitan, and Tube trains, of which over 900 were run. On Saturday the number of passenger trains scheduled to run was 3,120, the diminution being accounted for by the reduction of traffic on the suburban lines. On the other hand, the number of trains on the District, Metropolitan, and Tube railways had risen to 1,400.

Much was done also to maintain the mails and parcel-post services, and to contribute to London's supply of milk, vegetables, and other foodstuffs. On Friday 350 goods trains were running, and in addition, much perishable merchandise was being carried by passenger trains. Yesterday, the passenger services were greatly curtailed, and in some cases wholly suspended. But the engines, with released were utilized in dealing with goods traffic during the day. Effort was particularly directed to clearing colliery sidings, and thus making available for sidings, and thus making available for the railway companies prepared yesterday, provisional timetables for to-day, and, in each case, substantial additions to their services were indicated. For example, the Great Northern proposed running to-day, even had the strike continued, a frequent service over their suburban lines to Gordon Hill, New Barnet, Alexandra Palace, and High Barnet, which have been practically at a standstill since the struggle began.

NEWSPAPER DISTRIBUTION.

Quite as remarkable as the way in which the Government dealt with the difficulties of the food supply were the methods adopted by private enterprise to solve the problem of the circulation of newspapers. London daily newspapers under normal conditions reach the public in the country by regular newspaper trains, but the strike put a sudden stop to this means of distribution. Trains were replaced by motor-cars and the percentage of circulation distributed ranged from 85.5 on the first day of last week, Liverpool and Manchester were supplied by Rolls-Royce car service, and districts as far west as Cornwall were reached by relay cars.

Amusements of every kind were naturally interfered with to a great extent by the strike. Considerable indignation was aroused by the decision of the Stewards of the Jockey Club to hold the Newmarket Meeting as arranged. The first day programme was duly carried out before a very small gathering on Tuesday, when a leading article was published in the Times condemning the action of the Stewards. Later in the day it was announced that, at the request of the Government, the remaining days of the meeting had been abandoned. League football was not seriously interfered with, as the intimation was given by the Government that it had no objection to the use of petrol to convey the teams to their destination. The question of closing the theatres was considered by the West-end managers, but it was felt that in the public interest it was the duty of places of entertainment to carry on, as long as possible. Many of the theatres, particularly those presenting serious plays, were badly hit, but the best was made of a difficult situation. Theatres in the country and in the suburbs, of course, did much better, for the traffic question did not arise.

Except for a few isolated cases of intimidation and assault by individuals, and certain attempts at sabotage on the railways, which were also the work of violent extremists, the strike has been without disorder. At the beginning of last week, however, an appeal was made for the enforcement of special constables to help the civil authorities to maintain order and protect necessary public services. This was supplemented on Friday night by an appeal from the Home Secretary for the formation in all counties, cities, and boroughs of citizen guards, to act in co-operation with the police. Had the crisis continued, a response to the appeal was confidently anticipated.

MONEY DEMANDED BY MENACES.

A CASE WHICH COULD NOT BE PROVED.

At the Magistracy, yesterday, the hearing of the case was concluded in which two Chinese detectives were charged with demanding money from hawkers by menace.

A hawker was originally charged with the offence, and afterwards the two defendants were arrested, as he alleged that he was acting under their coercion.

Mr. M. K. Lo, for the defence, cited authorities to the effect that the evidence of an accomplice was not sufficient to justify a conviction. In the present instance there was no corroboration of the accomplice's statement, and it would be a rank injustice if his clients were not discharged. No doubt, the crime of extortion had been committed, but by whom? There was no evidence to connect his clients with the crime, and he asked for their discharge.

Inspector Gerardi stated that the witnesses in the case were hawkers, and it was not reasonable to believe that they would go round collecting money from men of their own ilk unless coercion had been used by someone.

Mr. Lo: Yes, by someone, but the question is, Who?

Mr. Hutchinson discharged the defendants on the ground of insufficient evidence.

ALLEGED ARMED ROBBERY

OVER \$2,700. STOLEN.

Inspector Gordon, of the Water Police, charged a Chinese at the Magistracy, yesterday, with being concerned in an armed robbery at Capsumun on October 33rd.

Mr. M. K. Lo appeared for the defence.

It is alleged that defendant and two other men, armed with revolvers, and carrying torches, raided a house at Capsumun at 11 p.m. They attacked an old woman, and stole money, clothing and jewellery to the value of over \$2,700. The Police attempted to arrest the men and failed till two days ago, when they found defendant in hiding in a village in the New Territory.

The case was remanded for a week.

KOWLOON BRITISH SCHOOL.

A very pleasing little ceremony took place at the Kowloon British School on the 14th inst., when badges were presented to the prefects appointed recently by the Headmaster (Mr. G. E. Nightingale). Among those present were Mr. E. Ralphs (Acting Director of Education) and Mrs. Ralphs (who very kindly presented the badges), Captain and Mrs. Thomson, and many parents of the pupils. The Headmaster, in opening the proceedings, said that day's ceremony was a very important event in the history of the school. The badges were a sign of authority—a token that the holders had been entrusted with a share in the government of the school to a very great extent, the good tone of the school.

Mrs. Ralphs then presented the badges to the following prefects:—Boys: L. Cropley, E. Bailton, and D. Harvey. Girls: B. George, P. Orlivie, and M. Scott.

Mrs. Ralphs, addressing the pupils, said that whilst extending hearty congratulations to the new prefects she would like them to bear in mind that the office they now held carried with it great responsibility as well as great honour. Everything the prefects did would be discussed, particularly by the younger children, than whom there were no keener critics and judges of what was right and wrong. Mrs. Ralphs proceeded: "I assure you that at the end of a year you will know yourselves in a way you never suspected. You will discover more rapidly where you are weak and where you are strong. This in itself will be invaluable to you, for we are not told by the poet that:

"Self knowledge, self reverence, self control
These three alone lead life to sovereign power."

I trust your influence will always be for good and that you will endeavour to uphold the ideals entrusted to you to-day. That is really all I intended to say, but I must tell you all how very much I have enjoyed watching your dancing and marching this afternoon, and I must congratulate you on the progress you have made in the short time you have been working at it. As I watched you someone made a mistake and the whole movement was spoiled. I thought of another saying which, no doubt, you have also heard: "A chain is as strong as its weakest link." You know that when a heavy strain is put on a chain, if there is one weak link in that chain the whole chain will give way under the strain on account of that one weak link. Well, the links in the chain of the British Empire reach right round the world. We are all very proud of this beautiful island of Hongkong, which is one of the links in our Empire's chain. As you were all links in the chain of marching this afternoon, and had the power to make or mar, so each one of you must see to it that nothing is ever done to weaken this wonderful link of our Empire, Hongkong, one of the strongest links in the chain of the British Empire.

A bouquet of chrysanthemums was then presented to Mrs. Ralphs on behalf of the prefects by Mary Davison and Kathleen Crook, the two youngest members of the school.

ESS OF HONGKONG. GLANCING BACK THIRTY YEARS.

The progress which Hongkong has made in the last thirty years or so was gathered by a *Daily Press* representative in the course of a conversation with Dr. G. H. Bondfield, of the British and Foreign Bible Society, yesterday. Dr. Bondfield first arrived in Hongkong in 1883. He has since engaged in mission work in the Far East, and is now on a visit to this Colony.

Asked if he saw many improvements in the Colony, Dr. Bondfield said that the rate of progress was, in a way, startling. When he came to Hongkong there were none of the palatial buildings now to be seen in the Colony. There were only about three houses on the Peak. There were no roads, and, of course, there was no other means of communication with the Peak than the chair. There was only a arduous path leading up to the Peak. Visitors to the three houses were only able to go as far as the Blue bungalow by chair. Many a time he had walked to Aberdeen, where there was a dock. The Union Church in those days was situated in Staunton Road. Land was cheap, and, owing to the crowded neighbourhood, it was found necessary to move the Church to its present site. On his arrival Dr. Bondfield was connected with the London Missionary Society, and came to Hongkong with a view to acquiring the Chinese language. As it happened, the then pastor of the Union Church left the Colony, and Dr. Bondfield was asked to officiate. He remained in Hongkong for seven and a half years. He took a prominent part in finding a new site for the church and he remembered the great typhoon of 1890 or 1891, when 30 inches of rain fell in as many hours and flooded the hillside, making it impossible for anyone to enter the newly-built church. There were no nullahs, and a heavy rainfall was anything but a blessing.

A feature in Hongkong's development which struck Dr. Bondfield forcibly was the manner in which the Chinese population had crept practically all over the Colony. In the early eighties, the Chinese inhabitants were allotted the portion of the Colony to the east of Hollywood Road. Now, he saw them practically everywhere. Road building had then just come into vogue. Conduit Road was in the course of construction, or, at least, it had not been opened to traffic long. Queen's Road was the main thoroughfare, and Des Voeux and other roads had not come into existence. Richmond Road had only recently been built, and Dr. Bondfield remembered the time when West Point had the unenviable reputation of being the unhealthiest spot in the Colony. It was Dr. (now Sir) Patrick Manson, who, at that time, announced his discovery of the mosquito as being the carrier of malarial. The Military and the Police suffered severely when a virulent type of fever broke out in the Colony. Cases were known of people dying within 24 hours of contracting the disease. It was decided to take steps to prevent the flooding of the hillside, and the training of nullahs was discussed.

Asked if Hongkong had lost any of its original charm through its modernisation, Dr. Bondfield said that undoubtedly the wild beauty of the place had disappeared to some extent, but the prosperity which had followed the improvements in means of communication and housing compensated for it. In those days there were not so many ships to be seen lying in the harbour as now, and a large number of these were sailing vessels. The old P. & O. and the Glen and the Holt lines were the only shipping companies of any importance. The coastal trade was practically in its infancy. The Hongkong and Shanghai Banking Corporation stood somewhere near the old P. & O. office, and the Hongkong or mao was a prominent feature of the social life of the Colony. Dr. Bondfield looked back upon the old days with pleasant recollections of the hospitality of the members of the Hongkong. There were not so many people living in the Colony then as now, but they were known throughout the Far East for their hospitality.

"FOREVER AFTER."

To-night's play by the Frawley Company, "Forever After," which is still one of the big New York successes, has been described as the most ingeniously arranged piece produced for a long time. It is a love story of the war, and its effects are secured by the employment of a device originating with the cinema. The idea involves the sudden shifting or "throwing back" of scenes in order to fill out harmoniously the progressive action of the story. Settings during the seven episodes switch from "No-Man's Land" to the serene quiet Vermont home; from an army hospital in France to the Harvard training quarters on the day of the Yale-Harvard boat race. The play carries several strong roles, among which Miss Clavel Fontaine has the principal feminine part.

CORRESPONDENCE. THE LACK OF SHIPPING.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS,"]

SIR,—I was disappointed to note the absence from the deliberations of the delegates from the various British Chambers of Commerce, during the recent Shanghai Conference, of any resolution to approach the Government on the question of the supply of extra tonnage on the China run, both for cargo and passenger accommodation.

We have now had a clear year of peace—that is, as far as freedom from sea warfare is concerned—and the united efforts of shipyards the world over have been directed to the construction of fresh tonnage. Yet the position out here is almost worse than at any period during the war. What is the explanation, and can such justify the recent action of the Government in handing over some half-dozen good-sized cargo boats, recently built on the China coast, to a syndicate of Greeks of all people.—Yours faithfully,

SHIP.

Canton, November 17th, 1919.

AN APPEAL FOR THE REFUGEES IN SIBERIA.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS,"]

SIR, Would you be so kind as to give publicity to the letter which I enclose? Referring to the appeal it makes, I wish to ask very earnestly if your readers can spare any more from their wardrobes and households.

The shipment here acknowledged contained, besides bandages and knitted comforts, every description of old clothes, boots, rag-bag pieces, sewing materials and all manner of odds and ends—everything seems to find a place up North. If anyone wants to join in and help and has come to the end of their "give-aways," please let them send money, however small a sum. I will acknowledge it in the papers, and will spend it on sewing-cotton, needles, etc., which we are told from more than one source, are a most crying need amongst the refugees.

Any parcels addressed to Mrs. Moorhead or Mrs. Staub, sent to the Helena May Institute, to 159 Peak, or to 117 Peak, will be acknowledged and packed. Thanking you for your help, Yours,

ETHEL M. STAUB.

Hongkong, November 20th, 1919.

[cont.]

Vladivostok, Siberia, October 20th, 1919.

[cont.]

Hongkong, China.

Dear Mrs. Staub, We have just received a shipment of twelve cases, when you shipped through Shanghai, trans-shipped through to us, addressed General Knox and Chief Ordnance Officer. The shipment consists of cases P-1 to 3, and E-12 to 20. The shipment arrived in excellent condition, and the goods are of excellent quality.

I am enclosing you a check-list of the goods showing the numbers you reported in the cases and numbers as they arrived here. Colonel Robertson has told me of the great difficulties under which you are working, but those difficulties make your excellent work all the more appreciated and noble. We regret very much that you are going home, and that your working-party is quitting. We quite appreciate the fact that it is hard to get workers to carry on now that the English troops are being withdrawn, but the pathetic condition of the refugees who have been driven from their homes by the Bolsheviks make us very anxious to continue the work to the very utmost. We are appealing especially for warm clothing for the winter, and if you can bring your influence to bear upon any organizations to send in warm clothing to us for these helpless and destitute refugees it will be a work that is even more needed than the comforts which you have been so nobly sending to our soldiers, although that work was very badly needed and very much appreciated in every way.

Thanking you for this shipment, we remain, very sincerely yours, (Sd.) J. S. ATKINSON (Captain) Officer in Charge Medical Stores Department, British Military Mission, Vladivostok.

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SPORT.

CRICKET.

K.C.C. v. HONGKONG.

The following have been selected to play for Kowloon against the Hongkong C.C. to-morrow at 2.15 p.m.:—J. P. Robinson, J. Stalker, J. V. Braga, C. J. Stapleton, L. B. Wicketts, E. L. Braga, B. D. Evans, A. de Sousa, K. R. Macaskill, R. Pestonji, and A. W. Ramsay.

UNIVERSITY v. STAFF AND DEPARTMENTS.

The University will be represented by the following in its League match against the Staff and Departments to-morrow:—J. D. Wright, F. A. Richmond, G. E. Marley, D. Kumarasamy, H. C. Hunt, K. A. Basto, Chua Sin Kah, V. N. Aizenza, Pun In Tak, K. L. Sun, and Wong Sik Chung.

I.R.C. v. ROYAL NAVY.

The following will represent the I.R.C. in their League match against the Royal Navy on the I.R.C. ground, at 2.15 p.m. to-morrow:—A. H. Rumjahn (capt.), A. el Arculi, S. H. Ismail, S. D. Ismail, G. C. Earde, A. A. Rumjahn, S. A. Ismail, D. Rumjahn, E. A. Moodeen, N. M. Bux, and A. R. M. Samy.

UNIVERSITY 2ND XI. v. CIVIL SERVICE 2ND XI.

The following will represent the University 2nd XI. in a friendly game with the Civil Service 2nd XI. at Happy Valley to-morrow:—Cheuk Toon Lok, L. C. Thivy, Chan Sin Woo, Yeoh Cheong Hoo, Ng Cheong Yew, Fim Eng Hae, Son Khye Hong, L. Gutierrez, S. A. M. Sepher, J. J. Basto, and Lau Yau Chee.

FOOTBALL.

HONGKONG F.C. v. POLICE.

The Club team for the above match to-morrow on the Club ground. (Kick-off at 4 p.m.) is as follows:—G. S. Rodger, F. Black and J. MacCubbin; M. L. Railton, J. Stewart, and J. Rodger; J. B. Hamilton, H. M. McTavish, J. W. R. MacPhail, D. Reichelmann, and Riis.

KOWLOON v. I.R.C.

The following will represent the I.R.C. in their League match against Kowloon on the Navy ground, kick-off at 2.30 p.m. to-morrow:—C. G. Marker, Ali Salim and B. A. Hyder; M. S. Hartman (capt.), Isan Rahman, and N. Rumjahn; G. Mahomed, A. O. Madar, As L. Andrey, O. Rumjahn, and S. Rumjahn.

BIG HAUL OF AMMUNITION.

A SERIOUS CASE.

This is a serious case from the Police point of view, said Inspector Brazil to Mr. R. E. Lindsell, at the Magistracy, yesterday, when pressing for a heavy penalty against a Chinese charged with being in unlawful possession of 1,000 rounds of ammunition.

Mr. D. H. Blake, who appeared for the defence, stated that his client was an innocent agent. He was out of employment and was met by a friend, who invited him to take tea at a restaurant and visit a theatre afterwards. Defendant accepted, and the outing took place. When they were leaving the theatre the friend gave defendant twenty cents to convey a basket to a house in Hollywood Road. Defendant was unaware of the contents and agreed to do as requested.

Inspector Brazil: It is a very serious case from the point of view of the Police. Defendant, when asked where he obtained the ammunition, refused to speak. He was arrested by a constable.

Mr. Lindsell fined defendant \$300, with the alternative of six months' hard labour.

AN INGENIOUS HIDING-PLACE.

A Chinese was charged with being in unlawful possession of a revolver and 180 rounds of ammunition.

Defendant had recently arrived from America and was arrested on the Hau Tak wharf as he was attempting to leave the Colony. The contraband articles were concealed underneath the lining of a leather bag which he was carrying.

Mr. Lindsell fined defendant \$100.

UNION CHURCH THREE QUARTER CENTURY FUND.

"Well-wisher"	\$1,000.00
Four young men, baptised in Union Church, \$250 each	1,000.00
Mr. A. Rodger	500.00
"Spero"	500.00
Mr. and Mrs. C. C. Hickling	500.00
Mr. A. R. Austin	500.00
Rev. J. K. Macdonald	100.00
Mr. E. J. Chapman	100.00
Mr. J. B. Chapman	50.00
Mr. H. M. McTavish	50.00
Mr. E. B. Cobby	50.00
Mr. Walter Brown	50.00
Mr. Wm. Dickson	50.00
Mr. J. C. Ferguson	50.00
Mr. W. Fraser	50.00
Mr. P. Plage	50.00
Amounts already acknowledged	3,500.00
Total	\$7,222.00

DURING AN OLD WOMAN. PROMISE TO RELEASE AN IMPRISONED SON.

An interesting case was heard at the Magistracy, yesterday, in which a Chinese was charged with obtaining \$30 from a woman on the promise of obtaining the release of her son, who is undergoing a term of three years' hard labour for armed robbery.

Sergeant Willis stated that while going down Pottinger Street on November 13th he noticed two women running in his direction in an excited condition. One woman was holding a piece of paper in her hand. Witness asked them what was the matter, and one of the women replied that she was going to the gaol with an order for the release of her son, who had been sentenced to three years' hard labour for armed robbery. Witness examined the paper and found it to be a fraud. He asked the woman how much she had paid for it, and she replied \$30. He asked her whom she had obtained the paper from, and she replied that he was an interpreter at the Supreme Court. Witness went to the Court and found that the man had disappeared. The employees at the Supreme Court were lined up for identification, but nobody was picked out. A Court messenger, however, stated that he saw a man, whom he could recognise, talking to the woman. Witness told the woman to go to the Central Station and make a report.

Complainant, an old woman, stated that on November 13th she went to the Land Office to make some enquiries concerning a piece of land in Yau-mat. After settling her business, she was leaving the office when she was intercepted by defendant, who said: "Is it true your son is in gaol?" Witness replied that she would be only too glad to get him released. Defendant then told her to bring \$30 and meet him at the Supreme Court, where, he said, he was an interpreter. He had authority to release her son; his master would assist him. He added that if the son were not released by the evening of the 14th instant the money would be returned. On November 13th witness went to the Supreme Court, and was met at the entrance by defendant to whom she handed the money. Defendant gave her a piece of paper in exchange, stating that it was a warrant for the release of her son.

While giving evidence, the witness commented forcibly on the defendant's behaviour, calling him several impolite names, only stopping when ordered.

Continuing, witness stated that she went with the paper to the gaol and found it was spurious. She reported the matter to the Police, and a few days later identified defendant. It was impossible for her to mistake the man. Sergeant Murphy stated that the pool woman had to borrow the \$30.

Another woman gave corroborative evidence. A messenger employed at the Supreme Court stated that he identified defendant at a Chinese theatre, where he was arrested, as the man who had duped the woman.

Defendant stated that the woman lent him the money. He promised to do something for her son, failing which he would return the money.

Sergeant Murphy stated that defendant told the Police that he had been married to a European girl, who had died in Shanghai in childbirth. He had given the Police considerable trouble, and they hoped a serious view would be taken of the case.

Mr. Hutchison sentenced defendant to six months' hard labour.

Another charge of obtaining \$5, from a man in respect of a steamer passage to Shanghai was withdrawn.

ARMED MEN ON THE PROWL.

DESIGNS ON A HOUSE IN QUARRY BAY.

Two Chinese were charged, at the Magistracy, yesterday, with being in unlawful possession of a revolver and a knife.

One of the defendants pleaded guilty, but stated that he had no intention of robbing any house. The second defendant accompanied him at his suggestion and was not to blame.

Inspector Angus stated that the Shan-kwan Police received information that an armed robbery was contemplated in a house at Quarry Bay, and a party of detectives were detailed to guard the entrance. Shortly after 11 p.m. he noticed two men passing the house, looking at it in a suspicious manner. The men went some distance and then turned back. When they came opposite the house Chinese detectives intercepted them and questioned them as to their movements. The men represent themselves to be commercial travellers on their way to a boarding-house. They were examined, and a revolver was found on the man who had pleaded guilty, and a knife on his companion. The only evidence against the second man was that he was in the company of the first.

Mr. Hutchison discharged the second defendant, and sentenced the first defendant to six months' hard labour.

HARRIS'S "HODDIES"

"A Hot Meal Always Ready."

The name "Hoddie" has been given to a series of specially prepared entrées in tins. They are made by the world-famous House of "HARRIS," the proprietors of Harris's Wiltshire Bacon. The tins merely require heating for about 10 minutes. The contents turned out into a dish form a complete meal ready for immediate consumption.

The lines given below are very popular in England. They are prepared by a first-class chef, of the very finest ingredients and under the most hygienic conditions.

CALVES' HEAD IN TOMATO

A very high-class delicacy, nicely cooked and free from bones. Will satisfy the most fastidious taste. 1-lb. tall tins ... 70c. per tin.

RISSOLES WITH SPAGHETTI AND TOMATO SAUCE

A most appetising and nourishing dish. 1-lb. tall tins ... 50c. per tin.

COTTAGE PIE

A satisfying dish made from an old-fashioned recipe. Mashed potatoes and minced meat. 1-lb. tall tins ... 40c. per tin.

MEAT & VEGETABLES RATIONS

Made from choicest beef, fresh vegetables and real beef gravy. A complete meal in itself. 1-lb. tall tins ... 40c. per tin.

OTHER SPECIALITIES

HARRIS'S WILTSHIRE PORK SAUSAGES

These are too well known to need any recommendation. They are made from the finest Pork, are seasonable at all times and may be eaten hot or cold. 1-lb. tall tins ... 60c. per tin.

CAMP PIE

A happy combination of meats, deliciously seasoned. Makes delightful sandwiches. To be eaten cold. 1-lb. flat tins ... 30c. per tin.

1-lb. do. do. ... 50c. per tin

FINEST WILTSHIRE BRAWN.

This is another line that needs no recommendation. We have unique facilities for manufacturing Brawn, and its quality is unsurpassed. 1-lb. flat tins ... 35c. per tin.

1-lb. do. do. ... 60c. per tin

HARRIS'S SOUPS.

Tomato Soup. 1-lb. tall tins, 40c. per tin.

Ox Tail Soup. 1-lb. tall tins, 40c. per tin.

Kidney Soup. 1-lb. tall tins, 40c. per tin.

Scotch Broth. 1-lb. tall tins, 40c. per tin.

Sausage & Cathac Sausages ... per tin 30c.

Galantine of Ham & Tongue ... 80c.

Ham & Tongue Paste ... 35c.

Pate de Foie Gras ... 40c.

LANE, CRAWFORD & CO.

UNIVERSAL IMPORT & EXPORT CO.

GENERAL COMMISSION AGENTS

(Hotel Mansions, Top Floor).

P.O. BOX 518.

VIOTYP TYPEWRITERS.

Put it in your pocket before you start and you will then be able to type anywhere. The only typewriter which enables you to do this is the VIOTYP. VIOTYP is a machine which is as large as a hand, weighs 1 lb. and stands 1 inch in height. A marvel of ingenious mechanism.

Owing to the high rate of Exchange we have now reduced our prices to \$1 & \$20.

Distributed by UNIVERSAL IMPORT & EXPORT CO.

NEW MUSIC AND RECORDS

LATEST ONE-STEPS AND FOX-TROTS

Anderson Music CO., LTD.

(THE COLUMBIA SHOP).

16, Des Voeux Road. Tel. 1322.

Powell Ltd.

TELEPHONE 346

GENTLEMEN'S HIGH-CLASS OUTFITTERS.

Now making special display of

FANCY WAISTCOATS

FOR DAY or EVENING WEAR.

Prices:—

DAY WEAR

from \$4.00 each.

EVENING WEAR

from \$4.75 each.

Also

GLYN'S HATS in SUPERIOR QUALITIES

IN

STRAW, FELT and VELOUR.

NEW ADVERTISEMENTS

G. & R. K.
PUBLIC AUCTIONS.
BY APPOINTMENT.
HUGHES AND HOUGH,
AUCTIONEERS TO THE GOVERNMENT AND ADMIRALTY.
General Auctioneers,
Share, Coal and General
Produce Brokers

TO-MORROW (SATURDAY),
November 22nd, 1919, at 10.30 A.M., at their
Sales Rooms,
SUNDYHOUSEHOLD FURNITURE, etc.
Removed to Sale Rooms for convenience
of sale. A number of pairs of Gent's Shoes,
etc.

TO-MORROW (SATURDAY),
November 22nd, 1919, 10.30 A.M., at their
Sales Rooms,
A Small Consignment of
SUPERIOR CHOCOLATES, Etc., Etc.
recently arrived in the Colony (to be sold
without reserve).
(Comprising:—Cocoa, Raisins, Opium,
Kings, etc., Counters, Exquisite, etc., etc.)

On TUESDAY,
November 25th 1919, commencing at
2.30 P.M.
**USEFUL HOUSEHOLD FURNITURE,
CARPETS, GLASS, PLATED WARE,
etc., etc.**

As follows:—
Large Tapestry-covered Chesterfield Sofa
and Armchairs (new), Folding Cards and
Occasional Tables, Upholstered Suite, Task-
wood Bedroom Furniture comprising Bed-
steads, large and small Wardrobes, Dressing
Table, Washstands, etc., (fumed Teakwood),
Sideboards, Dinner Waggon, Extension Dining
Tables and Chairs, etc., Dinner Services,
Crockery, and Glass Ware, Cooking Stoves
Cutlery, etc., Bath Room Utensils, Electro-
Plated Ware.
Electric Heating Lamps, Teakwood
Sorensen, Sundry Blackwood Furniture,
Blackwood Fire Screens, etc., Side Tables,
Chairs new and second-hand, Curtains, etc.

Also
One Piano, Two Bicknells, Tennis Balls,
etc., etc.
(Full Particulars from Catalogue).

On TUESDAY,
November 25th, 1919, commencing at
2.30 P.M., at their Sales Rooms,
A few Lots of

Double hemstitched Sheets, Linen Damask
Table Cloths, Turkish Face Towels, Bath
Towels, Embroidered Bedspreads and Table
Covers.

Also
One Wardrobe Trunk, Bellow Valises and
Suit Cases and Two Prismatic Binculars.
(All are New Goods).

Times:—Cash.
HUGHES & HOUGH,
Auctioneers.

G. & R. K.
PUBLIC AUCTION.

The Undersigned have received instructions
from THE MARSHAL OF THE PRIZE
Court, to sell by Public Auction,
On THURSDAY,

November 27th, 1919, at 10 A.M., at The
Police Pier, Taumati,
The Steam Launch
"BLACKHEAD,"

Built at Cosmopolitan Dock, 1907,
Length B.P. 52 feet,
Beam 10 "
Depth 5 " 3 inches.

Engines—Compound Surface Con-
densing.
BOILER—Di meter 4 feet 9 inches x 5
feet 6 inches.

Terms:—Cash.
HUGHES & HOUGH,
Auctioneers to the Government.
Hongkong, November 20th, 1919. [1551]

MRS. L. M. HUDSON,
SKIN AND HAIR SPECIALIST.

SUPERFLUOUS hair painlessly and
permanently removed.
Best development and best reduction.
Chiropractic a specialty. Late of Roshard
College, Melbourne, Australia.
CAMPBELL, MOORE & CO.,
Chatter Road. 1483

PALACE HOTEL, KOWLOON
Corner of Halfpenny and Hankow Roads.
Tel. 111.

TWO Minutes from Ferry and Railway
station. This Hotel has just been
completely renovated and refurnished is
now up-to-date in every respect and under
English Management.
Cuisine under personal supervision of the
Proprietor.

BAR AND BILLIARD ROOMS,
TERMS MODERATE.

Special Arrangements for Families on
Application to
J. H. OXBERRY,
Proprietor.

NEW ADVERTISEMENTS

FOR SALE.
**PROFESSIONAL MOTION PICTURE
CAMERA** complete.
Apply to—
ROOM 69,
KING EDWARD HOTEL,
1519

G. & R. K.
FOR SALE

TENDERS are invited for the purchase
of the following:—
Secondary Cells complete, new, consisting
of Positive and Negative Sections, Containers,
Separators and necessary connections, etc.
Capacity 2000 ampere hours; ordinary
discharge rate about 100 amp.
The articles can be seen, and further
details applied on application to the under-
signed. Sealed Tenders to be lodged at
Office of Naval Store Officer not later than
NOVEMBER 28th, 1919. The highest or
any part of a tender will not necessarily be
accepted.

G. L. PLATT,
Naval Store Officer,
H.M. Naval Yard,
Hongkong. [1550]

IN THE SUPREME COURT OF
HONGKONG.

IN THE MATTER of the estate of SHEIK
CASSIM ISMAIL, late of Victoria,
in the Colony of Hongkong, carrying
on business as S. C. ISMAIL
AND COMPANY, Merchant, deceased.

NOTICE IS HEREBY GIVEN that the
Court has, by virtue of Section 8 of
the Probate Ordinance 1897 (No. 2 of 1897),
made an Order limiting the time for
lodging Claims to or against the above
Estate to the 20th day of December, 1919.
Creditors and claimants are hereby
required to send their claims to the under-
signed by the above date.

Dated the 17th of November, 1919.
PALMADA & MASON,
33, Queen's Road Central, Victoria,
Hongkong.
Solicitors for the Executors. [1548]

ST. GEORGE'S BALL.
JANUARY 6th, 1920.

MEMBERS of the Society of St. George
Hongkong, will shortly receive
Notices concerning the above.
Being the first Ball given by the Society
since being re-formed, applications from
Englishmen who are not yet members will
be considered by the Committee.
Applications for Tickets should be sent in
not later than DECEMBER 6th, 1919.

By Order,
JOHN BENTLEY,
Hon. Secretary,
c/o UNION INSURANCE SOCIETY OF
CANTON, LTD. [1545]

SINGING PIANOFORTE.

An experienced Lady, Licentiate, Trinity
College, London, just arrived, is
willing to receive PUPILS for Singing,
Piano, Theory of Music, and the Art of
Accompanying. Terms Moderate.
Apply—
Box No. 1547
Care of "Daily Press" Office. [1547]

MOTOR SCHOONER "WEGELAND."

TENDERS are invited for the purchase
of the above SCHOONER as she lies
in damaged condition in Shimonoseki
Harbour. For particulars apply to Wuriu
Shokwa, Shimonoseki.
Hongkong, November 17th, 1919. [1537]

LOST.

A Dark Brindle Bull PUP Bitch. Finder
will be rewarded. Box No. 1474.
Care of "Daily Press" Office. [1474]

TO LET.

**VACANT PLOT of Land at
Yamati.**
Apply to—
**THE HONGKONG LAND RECLAMA-
TION CO., LTD.** [1417]

TO LET.

VACANT PLOT of Land, Praya East.
Apply to—
**THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.** [1335]

FOR SALE.

**"MOUNT GOUGH" No. 181, Ten
Praks. 6-Roomed House with
Large Garden.**
Apply—
LOXLEY & CO.,
York Buildings. [1365]

TRY JAPANESE CHOW.

Sukiyaki Torinabe Chiri Yosensabe
Tenfura. Kakimochi
Just the season and best cooking
HOTEL CHITOSE
1st Class Hotel.
No. 6, Hau Fung Lane. 397

INTIMATIONS

NOTICE.
I HAVE This Day taken into Partnership
my brother, G. BOLTEES RAYEN
and the business hitherto carried on by me
under the Firm name of A. R. F. RAYEN,
Architect and Engineer, will in future be
carried on by the Partnership under the Firm
name of RAYEN & RAYEN, Architects and
Engineers, at 6, Des Vaux Road Central.
A. R. F. RAYEN,
Architect and Engineer.
Hongkong, November 17th, 1919. [1543]

NOTICE.
WE hereby notify that we have Opened
To-day a Branch Office of our firm
in Canton under the Management of Mr.
G. E. HUYGEN, who will Sign for our Firm
per Procuration.
ISO EXPORT COMPANY, LTD.
Canton, November 17th, 1919. [1544]

NOTICE.
REPULSE BAY HOTEL.

IN Order to enable the Contractors to
complete the work in connection with
the above Hotel at the earliest possible date
without interruption, and in order to avoid
all possibility of damage to the Flooring,
Tiles, Paint Work, etc., the public are
requested to kindly abstain from visiting
the Hotel and from this date until its
completion and formal opening, the due
Notice will be given by Advertisement in
the Local Newspapers.

The Management of the Hotel feel sure
that they may rely upon the ready
co-operation of the public in the foregoing
matter.
Dated this Sixth day of November, 1919.
For THE HONGKONG HOTEL CO., LTD.
Proprietors of the REPULSE BAY HOTEL,
J. H. TAGGART,
Manager. [1495]

G. & R. K.
NOTICE.

All persons, with the exception of
persons of Chinese race, wishing to
leave the Colony must have in their possession
a VALID PASSPORT. Passengers not in
possession of passports will not be allowed
to leave the Colony.

All persons, with certain exceptions,
who remain in the Colony for more than
7 days are required to Register them-
selves under the REGISTRATION OF
PERSONS ORDINANCE, 1916.
Forms of Registration, giving the particu-
lars required, may be obtained at
the G.P.O. and at all Police Stations.
The Penalty for non-compliance is a
fine not exceeding \$50.
H. D. C. WOLFE,
Captain Superintendent of Police.
Hongkong, September 22nd, 1919. 40

PUBLIC AUCTION.

By Order of THE MORTGAGEES

M. R. GEO. P. LAMBERT has received
instructions to sell by Public Auction
TO-DAY (FRIDAY),
the 21st day November, 1919, at 2 o'clock in
the afternoon at his Sale Room in Duddell
Street, Victoria, Hongkong.
The Steamship "ASIA"

100 tons now lying in Kowloon Bay in the
Harbour of Hongkong together with all the
furniture, Store equipment and appurte-
nances now on board.

IN ONE LOT

This ship is a Chinese ship registered in
Canton and is constructed of steel. She has
the following dimensions, namely, Length 242
feet, Breadth 33 feet 6 inches, and Depth 18
feet 9 inches, and has speed is about 10 knots.
For further particulars and conditions of
Sale and for orders for inspections of the
vessel, please apply to—

Messrs. KUNG YUEN,
221, Wing Lok Street,

**Messrs. DRACON, LOOKER, DRACON
& HARBTON,**
1, Des Vaux Road Central,
Vendors Solicitors

to **M. R. GEO. P. LAMBERT,**
The Auctioneer. [1485]

A. G. DA ROCHA.
IS THE AUCTIONEER.

A. G. DA ROCHA,
AUCTIONEER, SURVEYOR AND
GENERAL BROKER.

Queen's Road Central, Telephone No. 2021

FAVOURED with instructions from
The Concerned,
will sell by Public Auction, TO-MORROW
(SATURDAY), November 22nd, 1919,
at 2.30 P.M.,

at his Sales Room, Queen's Road Central
(Old Post Office Building),
EXCELLENT HOUSEHOLD FURNITURE
Comprising:—

Chesterfield Couch and Arm Chair, Black-
wood Furniture, Brass and Iron Bedsteads,
Tables, Brackets, Carpets, and Rugs,
Overmantels, Silk Tapestry Covered
Drawing Room Suite, Sofa, Easy Chair,
Occasional Tables, Extension Dining Table,
Revered Mirror, Wardrobes, Pictures,
Curtains, Bed Sheets, Crockery, Glassware,
Ornaments, Cabinet, Teak Bookcase, Dinner
Wagon, Dining Chairs, Silver Ware,
Clocks, Marble-top Washstand, Cooking
Stoves, Cutlery, Toilet Set, Electric board
and a long line of Sundries.
Catalogue will be issued.
Terms:—Cash on Delivery.
Hongkong, November 19th, 1919. 248

INTIMATION

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED 1871.

CONFECTIONERY:

we have received fresh stocks of

CADBURY'S

CHOCOLATES

and

BUCHANAN'S

CHOCOLATES:

King George—Bourville Nut—

Queen's—Selected—Princess—

Boudoir—Exquisite—Opera and

other varieties.

A. S. WATSON & CO.
LIMITED.

THE HONGKONG DISPENSARY.

HONGKONG OFFICE: 101, DES VEAUX ROAD, C.

LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, NOVEMBER 21ST, 1919.

LABOUR UNREST IN AMERICA

WHEN discussing the labour troubles in
the British Isles, there is a natural ten-
dency for us to forget that the agitation
for higher wages and improved conditions
of life generally is not confined to
British workmen. It has stirred even the
Japanese, and in the United States it
seems to aim at an economic revolution
in industry. There is little in the
demands of the British workers which is
not the direct outcome of the high cost
of living. The dislocation of trade and
industry which has followed the labour
agitation in Britain is to be deplored,
but there is the prospect of a satisfactory
settlement. It is generally recognised
that a demand for higher wages than
those which obtained before the war must
be expected, though, of course, there are
sometimes differences of opinion as to
the amount of the increase
that should be granted. Even some
employers regard as chimerical the fear
that concessions to labour will have an
adverse effect on British industry in view
of the fact that the movement is world-
wide. In the United States the labouring
classes, who have always been regarded
as much better off than those of other
nations, are presenting demands which
go far beyond those of British work-
men. There is also a virulence in the dis-
putes between masters and men in America
which, happily, is absent from those in
Britain. There are lines of cleavage in the
relations of Capital and Labour which
augur ill for the future. In Britain, the
State and the Courts of Law intervene in
labour disputes only when a branch of
the peace is actually threatened. In
America, however, the Federal Court of
Indianapolis recently issued an injunc-
tion forbidding the miners to strike.
The Senate, also, has been consider-
ing measures for penalising a rail-
way strike. It is not surprising,

therefore, that the labouring classes are
now beginning to identify the Govern-
ment with the Capitalists, and that the
extremists among them do not hesitate to
advocate its overthrow. In Britain, the
absence of sabotage in the recent labour
disputes was due to the confidence of the
Trades Unions in the sense of justice of
the general community, the representative
character of the House of Commons and
the impartiality of the Courts of Law.
The relations between Capital and Labour
have been strained to breaking point in
America simply through the refusal of
employers to recognise the changing con-
ditions in industry. We find in Britain,
on the other hand, a prominent
capitalist like Lord Laverstoke declar-
ing that the success of the British nation
depends upon the payment of high wages,
and that the recent unrest is perfectly
natural, demonstrating that the British
workmen are ambitious, which is fortunate
because the absence of ambition would
spell disaster. Lord Laverstoke goes
even farther than recognising the justice
of the workmen's demands for high wages
and better conditions of employment.
He is confident that "the ultimate advent
of the worker on the directorate will be
the means of achieving the greatest
imaginable industrial progress." While
other employers do not fully share
Lord Laverstoke's views, his evidence
is not wanting that they are
prepared to accept the changing
conditions cheerfully. In contrast with
this attitude, the refusal of Judge Gary,
President of the Steel Corporation, to
negotiate with trade unions, and his
determination to uphold the principle of
"the open shop" in the steel works, is
highly regarded as a provocation to
strike. The result of the unwillingness
of employers in America to recognise duly
constituted labour organisations has
stimulated the growth of the dangerous
ideas promulgated by the International
Workers of the World. The authorities
have further aggravated the trouble by
making martyrs of the members of the
organisation by employing repressive
measures against them. The methods
adopted throughout the States in dealing
with the labour upheaval have been
very unsatisfactory, and are directly
responsible for the series of strikes which
has occurred within the last two months.
The steel workers' strike broke out on
September 22nd, and on the opening day
seven of the strikers were killed by the
guards at a steel-works in Newcastle,
Pennsylvania. The strike involved no
fewer than 227,000 workers in 20 States
of the Union, and lasted over three weeks.
Of the twelve demands made by the men,
the chief was "the right of collective
bargaining." After the steel strike
came the dockers' strike with its
serious dislocation of shipping. On
November 1st, half-a-million coal-miners
"downed tools" to secure better
wages and shorter hours. The railway-
men, also, threatened to throw the trans-
port organisation of the country into
confusion by stopping work, as the
Senate was discussing measures for
penalising railway strikes. These mani-
festations of discontent did not come sud-
denly. In fact the Government was con-
sidering means of averting the outbreak
of strikes when the steel-workers "threw
down the gauntlet to Judge Gary, chiefly
because they did not believe that their
claims for higher wages and for the re-
cognition of their own unions, side by
side with "the elimination of the individ-
ual company unions fostered by the
management," would obtain an impartial
hearing in a conference called by the
Government and consisting, among others,
of Judge Gary, Mr. JOHN ROCKEFELLER,
jun., and Mr. NORMAN BARECH. Nor
can it be denied that in Judge
GARY's strong bias against trade
unionism the steel-workers had some jus-
tification for looking askance at the con-
ference at Washington. Subsequent
events have shown that the employers are
adamant in their determination to resist
the workers' demands for higher wages.
The American Secretary of Labour has
had occasion to read a sermon to the
employers of the miners. The remedies
suggested by the conference seem unlik-
ely to effect a permanent cure of the
malady, as the employers have failed to
realise that they cannot intimidate the
workmen by the threat of starvation. The
workmen know that their employers
cannot obtain fresh labour owing to the
recent legislation against immigration.
By its refusal to recognise the new
economic conditions, Capital is driving
the workers into the ranks of extremist
organisations like the International
Workers of the World. The ex-
tent to which some sections of

the labouring classes in the States
have been influenced by extremists
may be gathered from the terms of the
ultimatum presented by the dockers in
San Francisco to the steamship companies.
Besides asking for increased wages,
they demanded a 25 per cent. share
of all dividends declared, and a 10
per cent. interest in the ownership of the
business with a corresponding representa-
tion on the Board of Directors. In New
York the longshoremen claimed an
increase of more than 200 per cent.
over their wages in 1911. The
American miners demand a uniform 60
per cent. increase in wages and a
thirty hours' week, with time and a half
for overtime and double time for Sundays
and holidays. The deliberations of the
Washington Conference held on Fri-
day, hope that the concessions proposed will
be liberal enough to satisfy the general
body of workers now that they have been
Selling under the tutelage of the Inter-
national Workers of the World. With the
aid of these facts we are enabled to
view the labour situation in the British
Isles in a truer perspective.

Three cases (one death) of diphtheria
and one case (one death) of scarlet
fever were reported in the Colony on
Wednesday.

Amongst those who left the Colony on
the S.S. *Empress of Japan*, on Wednesday
afternoon, were Mr. J. C. PATER, Mr.
and Mrs. A. R. E. RAYEN, and Mr. S.
STOCKMIST.

Vice-Admiral Sir Alexander DUFF,
K.C.B., returned to the Colony on Wed-
nesday evening on the *Empress of India*.
He assumed official command of the
Far Eastern Squadron on November 20th.

Amongst those who returned to the
Colony on Wednesday evening by the
Avon were Mrs. E. V. DE LARR and Mr.
F. C. JENKIN, C.B.E. Mr. Jenkin was
three months on his way from home owing
to the difficulty of obtaining accomma-
dation.

Between 10 p.m. on Wednesday night
and 3 a.m. yesterday there was a con-
tinuous flight of thousands of birds over
the Peak. They were noticed throughout
the five hours passing over the Matilda
Hospital, where the patients were kept
awake by the noise. It is thought that a
good proportion of the birds were duck.

Mr. G. MORSE, captain of the *Luchan*,
a frequent caller in Hongkong, was, on
November 2nd, prior to the departure of
the ship for China, presented by the
Bangkok Khong Chew Overseas Com-
munity with a gold and enamel medal, in
recognition of his rescuing forty of the
crew and passengers of the junk *Kung
Tuen Heng* in the China Sea on August
22nd.

The death occurred on October 16th,
of the Rev. W. ELLIOT LODD, D.D., of
Ching Kung. A scholarly man, Dr.
Lodd's life was spent in the outer
marches of South China. Ching Kung,
Kung Tung and Ching Kung. It is to
be hoped that the records of his journeys
into what is still practically unknown
country will be available at no distant
date and not locked up in his reports to
the American Presbyterian Church Board
in America.

A lecture on Turkey and Persia will be
given at the Wesleyan Methodist Church
next Sunday at 6 o'clock by the Rev. Dr.
M. G. DANIEL, Archdeacon and Evangelist,
of the Assyrian Christian Church in
Kurdistan, and who is from the group of
refugees who escaped the Great Turkish
massacre. He lost 66 of his relatives, in-
cluding 2 of his own children. Dr. Daniel
will appear in Kurdish national costume,
and will describe the Great Massacre of
women and children by the Turks, Kurds,
and Persians. Mrs. Daniel will sing a
National Assyrian Song. A free-will
offering will be taken at the close to help
the return of the Assyrian refugees to
Mesopotamia, now under British protection.

WAR SAVINGS
**THIRTY-THIRD LIST OF THE
LOCAL ASSOCIATION.**

The following amounts were received
from the members of the Hongkong and
South China War Savings Association for
last month and have been invested in
British war loan at 5 per cent.:—
Local currency, H.K. \$40,254.27, bring-
ing the total amount, up to H.K.
\$2,006,779.40.
Himala currency, Str. \$2,204.06, bring-
ing the total amount, up to Str.
\$202,344.81.
Sterling, £1,022.31, 2d, bringing the
total amount up to £26,680.15s.4d.
Gold dollars (previously acknowledged)
G. \$7,345.21.
Yen (previously acknowledged) Yen.

DEBATE ON THE RUSSIAN POLICY:

BRITAIN'S PROMISES CANNOT BE REPUDIATED.

THE PRIME MINISTER ON THE SHORTEST ROAD TO BOLSHEVISM.

SITUATION IN THE NEAR EAST: AMERICA'S DILATORINESS CAUSING A CRISIS.

TURKISH UNREST DOING INFINITE HARM.

LATEST CABLES.

THROUGH BATHUR'S AGENCY.

THE NEAR EAST.

WILL BRITAIN EVACUATE EGYPT OR NOT?

LONDON, November 19th.

In the House of Commons, during the debate on the Russian policy, Capt. the Hon. W. G. A. Dimsdale deplored the delay in making peace with Turkey. He said that half the trouble in Egypt today was due to this continued delay.

Until a definite statement was made whether the Milner Commission was or was not going to Egypt, agitations there would continue. If we did not intend not to evacuate, let us say so and make it quite clear that we intended to be masters there.

TURKISH UNREST DOING INFINITE HARM.

Mr. Balfour pointed out that the difficulty in regard to Turkey was that we were unable to say exactly what we desired to do. That would be unfair to the Allies. There must be a common Allied policy.

Nevertheless, it was a profound misfortune for all the populations in the Near East that the Peace Conference had not yet settled their future. It was not Britain's fault, but was due to the fact that America had not given a clear lead of her own policy. Until that was done, it was impossible to lay down the common policy of all the Associated Powers, of which America was one of the most important.

It was also true that the prevailing Turkish unrest was doing infinite harm and making it more difficult every day to find a satisfactory solution.

THE DIFFICULTIES IN SYRIA.

Mr. Balfour emphatically said, that there was no shadow of truth in the reiterated statements, that Britain's military occupation of Syria meant that she was going to remain dominant there. The difficulties before all the Western Mandatory Powers of the Arabs were great, but these should not be exaggerated.

"The Arabs, for the first time for centuries, had played a great part in alliance with the Entente, and had especially shown themselves, in close co-operation with the British troops, faithful, brave and efficient."

The prestige of the Arab race had consequently greatly risen, and he had every hope that there would be a resurrection of the great Arab civilisation.

So far as the British and French were concerned, there could not be any rivalry in Syria.

THE BIRTHPLACE OF RUMOURS.

We earnestly hoped, in friendliest co-operation with the French, and with the warmest regard for our Arab allies, to see all difficulties solved. He was absolutely confident that the unhappy spirit of unrest in Egypt produced by the war, would be brought to an end, especially seeing that Field-Marshal Allenby was in control of the situation and perfectly understood that the East—the birthplace of rumours—was full of the strangest legends concerning the policy of His Majesty's Government.

AN ORGANIC INDIVISIBLE WHOLE.

The Government's view was that these questions—Egypt, Sudan and the Canal—formed an organic, indivisible whole. England, in this respect, would not give up any of her responsibilities. (Cheers.) British supremacy exists and British supremacy is going to be maintained. (Cheers.) Let none in or out of Egypt make a mistake on that cardinal principle of government. Nevertheless, we desire in every way possible to associate the Egyptian native population with the government of the country.

DISSENSION OVER UNREALISTIC EXPECTATIONS.

Mr. Balfour said that the Government desired in all respects to promote the prosperity of Egypt. The country was disturbed with a certain amount of dissension over unrealistic expectations, which, if fulfilled, would damage Britain and the world, but mostly the Egyptian populations.

MILNER COMMISSION DECISION NOT ALTERED.

The Government unalterably adhered to its decision to send out the Milner Commission of Investigation. Until the Commission's report was received, it would be folly to attempt to sketch the projected legislation, but the population might rest assured that we desired to associate with them as far as possible in the work of administration and, unlike their Turkish masters, who, in Egypt, at the present moment, affected to be pro-Egyptian, we would steadily pursue a policy of amelioration which would make Egypt an utterly different place for all inhabitants, and mostly for the natives, as compared with Turkish rule.

IN RESPECT OF THE MIDDLE EAST.

These were the principles which animated the Government in respect of the Middle East. We recognised the complication of the extraordinary difficulty of the task, but Britain had undertaken other tasks no less difficult and brought them to a successful conclusion, and why should we despair. (Cheers.)

PRESIDENT POINCARÉ IN SCOTLAND.

RECEIVES FREEDOM OF THE CITY OF GLASGOW.

PARIS, November 14th.

A Havas message says:—President Poincaré was installed Lord Rector of Glasgow University, yesterday, amidst enthusiastic applause, the students singing the "Marseillaise."

He afterwards received the Freedom of the City and left Glasgow at night en route for Dover, where he embarked for France.

MARSEILLES OPERA HOUSE BURNED TO THE GROUND.

PARIS, November 14th.

A Havas message says:—The Marseilles Opera House, built in 1784, was burnt to ashes.

SILESIAN MUNICIPAL ELECTIONS.

DECLARED NULL AND VOID.

PARIS, November 14th.

A Havas message says:—The Peace Conference has sent a Note to the German Government stating that the municipal elections in Silesia are null and void.

PARIS PRINTING STRIKE.

NO CHANGE IN THE SITUATION.

PARIS, November 14th.

A Havas message says:—There is no change in the situation in regard to the Paris printing workers' strike.

EARLIER CABLES.

THE FIUME IMPASSE.

D'ANNUNZIO LANDS TROOPS AT ZARA.

PARIS, November 16th.

Gabriele d'Annunzio left Fiume with a squadron of destroyers and landed a detachment at Zara, himself returning to Fiume.

BRITAIN'S RUSSIAN POLICY.

DEBATE IN THE HOUSE OF COMMONS.

LONDON, November 17th.

In the House of Commons, opening the debate on Russia, Sir Donald Maclean urged that Russia should be left to work out her own salvation. He declared that the policy of intervention had failed, and that the Bolsheviks were stronger than ever.

He expressed the opinion that a spirit of resentment at foreign interference was awakening in Russia, and that our policy should be revised accordingly.

He emphasised that the question of our future in India and the East depended largely on whether we were able to pursue our mission there peacefully.

GRAVITY OF THE INTERNATIONAL SITUATION.

Lord Robert Cecil said that it was difficult to exaggerate the gravity of the international situation in Europe at present. The Reservations of the United States Senate, which had been provisionally accepted, were so extensive as almost to amount to the United States' repudiation of the Covenant, which also meant the repudiation of the Peace Treaty.

The position was very grave, but, whatever happened, the League must continue, even though the United States decided not to participate.

ARMED FOREIGN INTERVENTION IMPOSSIBLE.

Continuing, he said, that Bolshevism had been a regime of atrocious cold-blooded murder and outrage—one of the bloodiest and most brutal despotisms that ever stained history. Armed foreign intervention was absolutely impossible. He hoped that General Denikin and Admiral Kolchak would abandon the Moscow expedition and reorganise the territories already occupied, establishing a stable Government. This would speedily have an overwhelming moral effect upon their Bolshevik neighbours.

He urged the Government to be absolutely clear and definite, displaying no ambiguity or vacillation.

REACTIONARY EFFORTS STRENGTHENED.

Mr. Arthur Henderson re-stated Labour's position, emphasising its opposition to intervention in Russia, and declared that the Allies' policy had strengthened reactionary efforts. He appealed to the Government to withdraw material and moral support from Admiral Kolchak and General Denikin.

BRITAIN'S PROMISES CANNOT BE REPUDIATED.

Colonel John Ward pointed out that the question of intervention or non-intervention did not affect Britain alone. He said that Admiral Kolchak was a democrat.

LATEST CABLES.

Great Britain went to Russia for her own purposes and thereby saved the lives of perhaps hundreds of thousands of our own men. Our sole aim in going to Russia was to save our men, and we made promises accordingly. Therefore, we ought not now to repudiate them.

THE REMARKABLY SMALL DIFFERENCES.

Mr. Balfour commented upon the remarkably small differences revealed as regards Russia. No one had suggested a clear-cut policy, although the Government had been criticised for not possessing one.

THE PREMIER'S REPLY.

Replying, Mr. Lloyd George said he was glad that the debate had shown that all were agreed as regards the horror of both the principle and the practice of Bolshevism—it was not democratic and did not represent freedom.

He emphasised this by quoting a Bolshevik proclamation stating:—"We have raised the discipline in the army and must now raise labour discipline." This proved that the Bolsheviks' notion of freedom for the working classes was compulsory labour.

BRITAIN'S OBLIGATIONS FULFILLED.

The Premier defended his describing Mr. Bullitt's disclosures as a tissue of lies. It was an obligation of honour to help the men who assisted to reconstruct the Eastern Front against Germany. We had fully discharged this obligation, but there were other Allies who were in a better position to support Admiral Kolchak than ourselves and any failure would lie at our door.

THE SHORTEST ROAD TO BOLSHEVISM.

We had helped Denikin, and that policy had been successful. The regions of the Don and the Ukraine were anti-Bolshevik, but it was clear that whenever the armies marched to Central Russia beyond a certain point, they failed, though no one could say what Central Russia wanted.

Britain, however, could not finance a civil war in Russia indefinitely. Our first concern was for our own country, where the shortest road to Bolshevism was financial bankruptcy.

TAXPAYER COULD NOT BE BURDENED FURTHER.

Britain had contributed more than any country to the anti-Bolsheviks, contributed more than France, Japan and America combined. He boasted in this connection because there was an obligation of honour that France and Britain should come to a similar view, namely, that the Government could not burden the taxpayer further in respect of operations in Russia among its present difficulties.

DIFFICULTY OF LAYING DOWN POLICY.

It was a fact that Kolchak and Denikin were fighting for a reunited Russia, whereas Estonia, Latvia, and Lithuania were fighting for independence, while other great anti-Bolshevik forces were fighting for local independent nationality. Because of this, it was very difficult to lay down a policy.

He pointed out that those favouring intervention in Russia were opposed to intervention in Armenia and vice versa.

THE TERRIBLE RESPONSIBILITY OF RESTORING ORDER.

Furthermore, the Germans were still present in the Baltic Provinces. They must be cleared out; otherwise, the peace of Europe was not safe.

He asked who advocated the terrible responsibility of restoring order in a country which was a continent, in which every nation and every army which had intervened up to the present had gathered a harvest of disaster. He himself refused the responsibility. (Cheers.)

THE FRENCH ELECTIONS.

WHEN RESULTS MAY BE EXPECTED.

PARIS, November 14th.

A HAVAS MESSAGE SAYS:—

No results of the French Parliamentary Elections are expected before Wednesday, November 19th, on account of the difficult calculations to be made in the scrutiny lists.

EARLIER CABLES.

THE NEW CHAMBER.

LONDON, November 16th.

Ten inches of snow has fallen in Paris, and is likely to considerably interfere with the Elections, in which there are over 2,000 candidates, including 431 ex-Deputies.

The new Chamber will consist of 626 Deputies, compared with 602 previously, owing to Alsace-Lorraine nominating 24 Deputies.

Only 616 Deputies will be elected today, as the elections for the Colonies has been fixed for November 20th.

BRITISH COTTON.

RECENT SALES OF LANCASHIRE COTTON MILLS.

Replying to the operatives' request for their views in regard to the recent sales of cotton mills in Lancashire at greatly enhanced prices, the Federation of Master Cotton Spinners report that the selling prices were very considerably below the cost of erecting the new mills. The effect of higher values would be to stabilise the industry and the conditions of the operatives.

A BOYCOTT OF AMERICAN COTTON.

LONDON, November 16th.

A New York message in connection with the report from London states that nothing is known of the alleged formal boycott of American cotton by British importers. Although instances have occurred where British consignees have insisted on the insurance of cotton in transit in British insurance companies, which may be partly attributed to the fact that there are many British manufacturers and stock-holders in these companies.

American companies, collectively, have not attempted reprisals, although individuals have urged banks and others to exert their influence to check this practice.

PEACE TREATY IN THE AMERICAN SENATE.

RESERVATIONS PASSED DESPITE GOVERNMENT OPPOSITION.

WASHINGTON, November 16th.

The Senate has adopted a Reservation withholding the assent of the United States from the Shantung arrangement, also a Reservation giving Congress authority to regulate the appointment of American delegates to the League of Nations and international commissions, and a Reservation declaring that the United States alone shall interpret the Monroe Doctrine which is wholly outside the jurisdiction of the League of Nations.

THE SHANTUNG RESERVATION.

WASHINGTON, November 16th.

The following is the text of the Shantung Reservation adopted by the Senate: "The United States withholds its assent from Articles 151, 152, and 153, and reserves to itself full liberty of action in respect of any controversy which may arise under the said Articles between the Republic of China and the Empire of Japan."

VICTORY FOR THE REPUBLICANS.

WASHINGTON, November 16th.

From the moment the closure was declared, the Republican majority in the Senate over-rode all opposition.

The Senate has up to now accepted all but two of the Foreign Relations Committee's Reservations, including the Reservation giving the United States the right to increase her armaments without the consent of the Council of the League of Nations, whenever the United States is threatened with invasion or engaged in war, also the right to permit nationals of the Covenant-breaking State residing outside that State to trade with nationals of the United States.

A COMPROMISE MAY BE FOUND.

The Democrats have called a conference of friends of the Treaty early next week with a view to finding a compromise.

CONCERN IN LONDON AND PARIS.

LONDON, November 16th.

The decisions of the American Senate, adopting the Reservations and practically nullifying the Treaty of Peace, have produced a situation which is viewed in London and Paris with much concern.

The illness of President Wilson at this critical period increases the difficulty of forecasting any solution.

One uncertain factor is whether the American people approve or disapprove the Senate's overthrowing the whole labour of their President at the Peace Conference.

RUMANIA.

ANOTHER NOTE FROM THE SUPREME COUNCIL.

PARIS, November 16th.

An Allied Note to Rumania emphasises that the Allies expect a decision to be reached within a week in regard to:—Firstly, the evacuation of Hungary to the final Rumanian-Hungarian frontier drawn by the Supreme Council;

Secondly, the signing, without reservation, of the Austrian Treaty and the Treaty for the protection of minorities;

Thirdly, the Inter-Allied control of Rumanian requisitions in Hungary.

WAGES AND OUTPUT.

THE COMPETITION OF GERMANY, JAPAN AND THE U.S.A.

Mr. J. O. P. Blund, formerly of Shanghai, in a letter to *The Times*, says:—The programme set forth this week in the *Future* pledges the Government to obtain for "all workers" a maximum 48-hour week and a living wage, not to mention a financial interest in their work, provision for unemployment, and healthy houses. Doubtless, this programme originates in recognition of the fact that, as stated in your leading article of yesterday, "there is a real foundation for the fear of wage-earners that the superior standard of comfort they have enjoyed during the war will gradually be sapped from under them."

That it is already being thus sapped is demonstrated by the report of your Peking Correspondent, in the same issue of *The Times*, which states that in tendering for a \$2,000,000 Chinese Government order for rolling stock, American firms were able to quote a price 50 per cent. lower than their British competitors, and that the important China market is likely to be lost to British trade if British labour does not speedily come to its senses.

Surely the time has come for every leader of public opinion in this country to face and proclaim at all costs the unpleasant truth that the present standard of wages cannot possibly be maintained.

(Continued at foot of next column.)

FAR EASTERN CABLE NEWS.

(FROM OUR OWN CORRESPONDENT.)

JAPAN AND MOHAMMEDANISM A SINISTER MOVEMENT.

Alarmist reports, much-fokking regarding Japanese activities in Sinkiang and Kansu. It is alleged that the Japanese are endeavouring to incite the Mohammedans to revolt against the Chinese Government and proclaim Islamic independence.

A feature of the movement is the reported request of the Chinese Mohammedans to be permitted to visit Mecca. As a matter of fact the Chinese Mohammedans have never required such permission.

Confirmation of Japanese activities is furnished by the publication at Mukden of an organ to promote Pan-Asianism. It is printed in Chinese, Japanese, Mongolian, Turki and Arabic. This organ is published by a well-known Japanese. It contains articles particularly adverse of British influence in Asia. The movement claims to have branches in Mukden, Dairen, Calcutta and Constantinople.

CANTON NEWS.

CANTON, November 20th.

THE TUCHUNG. As regards the Tuchung's departure, it is now stated that pressure is being brought upon Mok Wing-sun to resign his office in favour of one of the Kwangsi leaders and that he has been surrounded by the Kwangsi troops in Kwai Ping and kept a prisoner. Another report is of his death in Kwai Ping, on the evening of November 16th. It is suspected that he was poisoned. It is also stated that Kwok Chun-shun, the Chief Adviser to Mok, who accompanied him to Kwangsi, has telegraphed to Canton for help and Shun Chun-huen, the Chief Administrative Director to the Military Government, has proceeded to Kwangsi.

The acting Tuchung, Ma Chai, has now telegraphed to the Kwangsi authorities.

THE ARREST OF STUDENTS.

The conflicts between the students and the police have not come to an end. The students are distributing leaflets broadcast. The Superintendent of Police had given orders to close the *Kung Wo Po*, *Yue Po*, and *Fai Po*, on the 18th, and the *Ling Hui Po*, *Tin Yau Po*, and the *Kwonglung Sheng Po*, on the following day. The residences of certain newspaper reporters have been searched, but no arrest has been made. It is stated that the Yunmense leaders are making strong attempts to seize the office of Superintendent of Police and are sending out troops to assist the students. Ngai Fong-ping recalled several battalions to return to Canton from Henghsan yesterday, and placed machine-guns in the Police Court. The policemen have been armed and special guards have been placed around the Police Headquarters.

A PROJECTED UNIVERSITY.

We are informed that Shun Chun-huen, the Chief Administrative Director of the Military Government, has promised to render assistance in the establishment of a University in Canton. Shun has appointed a Committee to consider the project and has promised to offer the Customs surplus, which the Military Government will receive from the Foreign Diplomats in Peking shortly.

BOLSHEVIKS IN CANTON.

The authorities have received information that two Chinese Bolsheviks who were deported from the Dutch-Indies have returned to Canton.

much less increased, by any panacea of legislation or pledges of patriotism, but only by rapid development of the country's export trade to such a pitch of efficiency and energy as shall enable it to compete successfully with that of Germany, Japan, and the United States. If this cannot be done (and it will certainly not be done by continuing in the policy of unemployment doles and with a national expenditure far in excess of income), the nation must face the certainty of ever-increasing distress and consequent unrest and the final prospect of emigration on a scale hitherto unimagined. For this country depends for its standard of comfort, and indeed for its very existence, on the supremacy of its labour in the world's markets, and if the British working man is encouraged to ignore or forget this fact, his leaders will live to realize that "a man cannot fill his belly with the east wind."

Economy.

Owing to the quality and concentration of its ingredients, LEA & PERRINS' SAUCE is very economical in use.

A few drops only are necessary to give a delicious and appetizing flavour to the plainest dish.

A far larger quantity of a cheaper sauce fails to give the same satisfaction.



Observe the name—
Lea & Perrins
in white, across the red label on every bottle.

WORLD'S CHEAPEST CITY.

AGRAM, WHERE 21 GOES A LONG WAY.

[BY LUCIEN JONES.]

AGRAM (capital of Jugo-Slavia).

There is always the other side to the picture. The world is tired of hearing of the enormous cost of food. That a lump of sugar costs 35s. in Petrograd, or boots in Constantinople are twenty-six guineas a pair no longer thrills the imagination.

Aggram, for a foreigner—with the present rate of exchange of a penny equaling roughly a crown—must be the cheapest city in the world. Here is the bill for a dinner in the best restaurant in the town, a restaurant which would compare favourably with any good-class establishment in London:—

Half roast chicken (ten crowns)	10d.
French beans in butter (three crowns)	3d.
New bread with 1lb. butter (five crowns)	5d.
Cream cakes (three & one and a half crowns)	4d.
Glass white wine with soda water (four crowns)	4d.
	5s. 2½d.

Beefsteak, which costs seventy crowns in Vienna, can be bought for eight crowns in Aggram. (also 3½s.). Butter is thirty crowns a kilo. A room in a first class hotel is one and elevenpence a night, and a ride on a tramcar anywhere in the town costs a third of a penny. Silk knitted ties, which cost six shillings in London, are sold for three and sixpence.

In part these low prices are due to the fact that French, Italian, American, and other German goods. An untold field is offered to British traders in Jugo-Slavia, but they appear unable or unwilling to take advantage of it, and their ignorance of geography, despite war-time lessons, is appalling. For instance, a trader in the town of Brod, some miles east of Aggram, wrote to a British firm in regard to selling the firm's goods in Jugo-Slavia. The following reply came back in English: "In reference to your esteemed order, our agent is at present in Cologne, and we suggest you should drop in on him one day."

Apart from the enormous difficulty in getting passports and the troubles of train journeys, it would take the trader at least eight days and eight nights to go to Cologne and back from Brod. The Jugo-Slavia promises to become with Serbia an important and wealthy kingdom. Despite the efforts of monarchic agents in Aggram to stir up trouble in Croatia, Pan-Slavism is running high, and politicians are only waiting for the recovery of Russia to form a Slav ring stretching from the Black Sea to the Adriatic.—*Daily Express*.

MANY MODERN CUSTOMS HERITAGE OF CHIVALRY.

Certain customs in vogue at the present day, such as shaking hands or offering the left arm to a lady, are of considerable antiquity. It is said that Phoenicians introduced the habit of shaking hands into Britain, and then upon the shores of Mounts Bay made a bargain in tin between Eastern merchant and Cornishman was ratified by this method of clasping hands.

In medieval times he who shook hands, whether in salutation or a defensive measure—retaining the sword hand while some treaty was being arranged—must needs strip off his steel gauntlet. So at the present time men pull off their right-hand glove before shaking hands with a lady.

The wearing of glove or gauntlet, indeed, at one period was something of a challenge in itself, thus no men wore gloves in the presence of royalty, an absence of hostile intent.

A similar idea in all probability accounts for the habit of showing courtesy by lifting or removing the hat. Only when no danger threatened would a warrior in olden days venture to stand uncovered; in the royal presence was safety—thus ran the chivalric code—and therefore each knight of emperor swept off his helmet, showing that he "dared to stand uncovered."

Still a man offers a lady his left arm, a practice which recalls times when escort was by no means solely a matter of politeness, but in order to guard against sudden attacks, it was necessary to have the sword-arm free.

Still when a stranger calls for the first time he sends in his card, partly, no doubt, in order that his name and possible business may be made clear; but partly, also, because in olden days he who desired entrance to palace or castle must send some token as warrant of peaceful intent.

THE EXCLUSIVE TOWN.

A DOCTOR TRIES DANCING CURE.

With a reputation of being the most exclusive place in Essex, the old town of Witham is in a state of expectancy consequent upon a daring experiment which is being made by a local doctor, with the object of destroying the town's aloofness.

Dr. Charles Frederick Knight, J.P., a Scotman, who has been practising at Witham during the war, has had experience of the conditions prevailing locally, and he has introduced dancing classes for young and old in order to bring about a change.

At the first dance for children 117 attended, and there were 218 present at a class for adults which followed. Dr. Knight, as he looked upon the happy throng, told a *Daily Chronicle* representative that such a thing had never been known in Witham before.

"I believe I have beaten class distinctions," he said. "We have here the daughters of vicars and medical men, and they are dancing with shop and factory girls, soldiers, and others. I was told I could not succeed in Witham, but I have done it. This winter I will see all Witham dancing, and class distinctions cannot survive that."

DON'T FAIL TO SEE ONE OF THE MOST CHARMING CREATIONS OF THE SCREEN

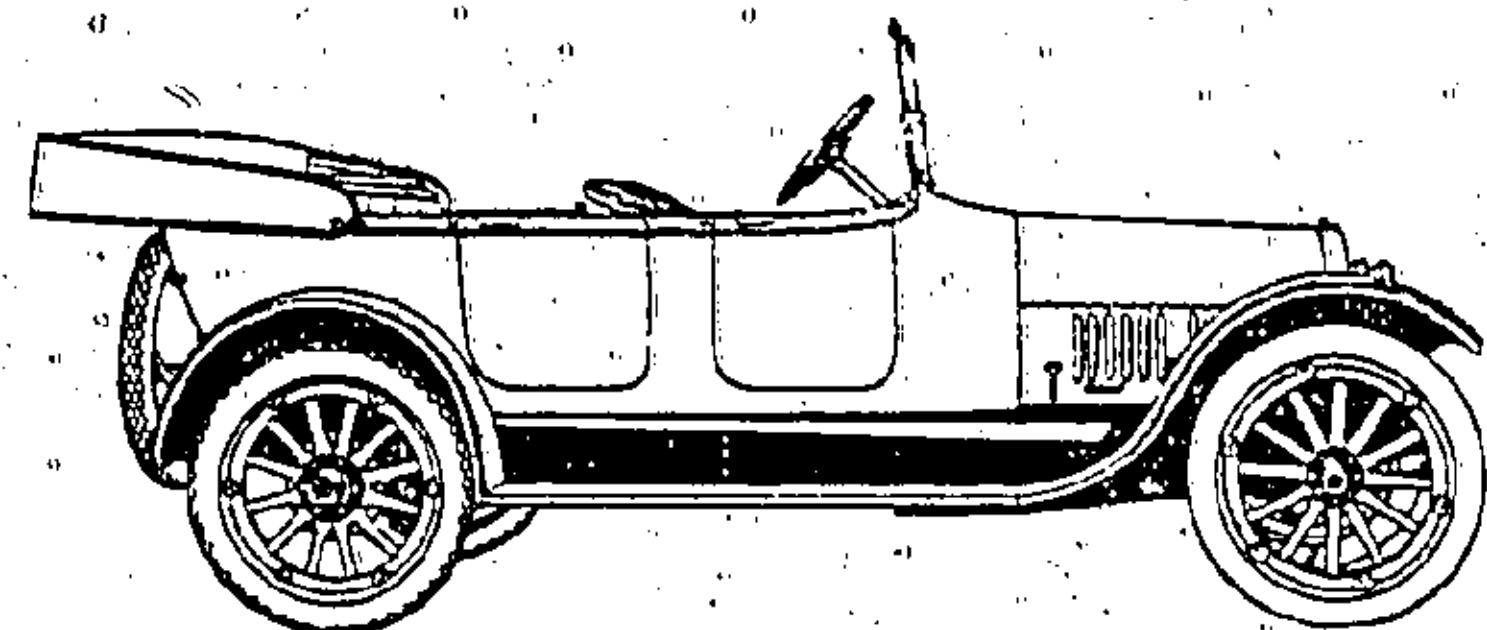
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"CAROLYN OF THE CORNERS"

AT THE VICTORIA TO-NIGHT FRIDAY (21st).

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in the Greatest Play of her Screen Career

"THE SERPENT."

This magnificent film drew crowded houses to the Coronet in March last. Do not miss this last opportunity of seeing it here!

USUAL PRICES. BOOKING AT ROBINSON'S.

NOTICES TO CONSIGNEES

INDO-CHINA STEAM NAVIGATION CO., LTD.

NOTICE TO CONSIGNEES.

FROM KOBE

THE Steamship

"FOKUSANG"

Having arrived from the above port bringing cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the Wharves delivery may be obtained.

Goods not cleared by Nov. 21st, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined. Claims against the Steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., LTD., General Managers.

Hongkong, November 15th, 1919. 11535

NOTICE TO CONSIGNEES.

THE P. & O. S. Co.'s Steamer

S.S. "NOVARA"

Arrived Hongkong, 19th November, 1919.

FROM LONDON, BOMBAY, COLOMBO, AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as the goods are landed.

Optional goods will be landed here unless instructions have been given to the contrary 6 hours before arrival of the Steamer.

Goods not cleared within eight days, including date of arrival, will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's surveyors, Messrs. Goddard & Douglas, at 10 a.m. on Mondays and Thursdays.

All claims must be presented within ten days of the Steamer's arrival here after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns.

MACKINNON, MACKENZIE & CO., Agents.

Hongkong, November 20th, 1919.

Columbia Dry Batteries

When Your Engine Stops

When family auto, truck, tractor, or motor boat chokes up and does its worst, it is then that you realize the advantage of carrying a spare set of Columbians.

Columbians put the spark of life into engines, autos, trucks, and tractors; they ring bells, give speech to telephones, light lanterns, make motor boats go.

Wherever battery power is needed, Columbians are the simplest means—full of energy to carry out your work. Steady, reliable—proof against trouble.

Look for the Eagle Trade-Mark; it is a guarantee of efficiency and service.

The Famous Spring Clip Binding Post, shown in the illustration, is a Columbia feature that sells batteries.

With this Binding Post it is simply a matter of pressing down the spring and inserting the battery.

—and the connection is made.

Dealers—Immediate deliveries can be made. Write for catalogues and details from Anderson, Meyer & Co., Ltd.

4 Yuen Ming Yuen Road, Shanghai.

APPLY CABLES TO THE HONGKONG & KOWLOON STEAMSHIP CO., LTD.

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CHAPOTEAUT'S MORRHUOL

Superior to Emulsions of Cod Liver Oil.
Each tiny Morrhuel capsule represents the medicinal value of a teaspoonful of oil.
Recommended at the Paris Academy of Medicine, for loss of appetite and flesh, to patients with consumptive tendencies.
Sold in bottles of 100 Capsules.
Sent by all Chemists.

FRENCH LESSONS

G. MOUSSON,

15, MORRISON HILL ROAD.

THE NEW FRENCH REMEDY

THERAPION No. 1

THERAPION No. 2

THERAPION No. 3

THERAPION No. 4

THERAPION No. 5

THERAPION No. 6

THERAPION No. 7

THERAPION No. 8

SEAMEN'S INSTITUTE.

21, PRAYA EAST, HONGKONG.

ALL DEPARTMENTS of the above are now OPEN after extensive repairs. Reading and Writing Rooms, Billiard Room (two tables), Restaurant, Concert Hall and Meeting Room.
Sleeping Accommodation—33 Cabins and 10 Beds in Dormitories.
All men of the Mercantile Marine, H.M. Navy and Army are welcome to use the Institute.

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Canton Embroidery, Grass Cloth,
Fillet, Cluny, Point d'Ochet-Lace
and Silk Fancy Goods, etc. etc.

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HONGKONG.

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JOHN I. THORNYCROFT & Co., Limited,
SHIPBUILDERS AND ENGINEERS,
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MARINE MOTORS AND MOTOR BOATS.
MOTOR LIGHTING AND PUMPING SETS.
SHALLOW DRAFT STEAMERS.
THORNYCROFT OIL FUEL SYSTEM.

Commercial, High-speed and Pleasure Craft.

THORNYCROFT WATER-TUBE BOILERS.
THORNYCROFT MOTOR VEHICLES.

Our Motor Engineer and our Naval Architect, both Thornycroft experts, now resident in Shanghai, will give attention to all inquiries.
Early deliveries can be made of 15-h.p., 30-h.p., 45-h.p., and 70-h.p. Kerosene Marine Engines.

R. R. ROXBURGH,
Manager for China.

[1353]

LA PERLA DEL ORIENTE

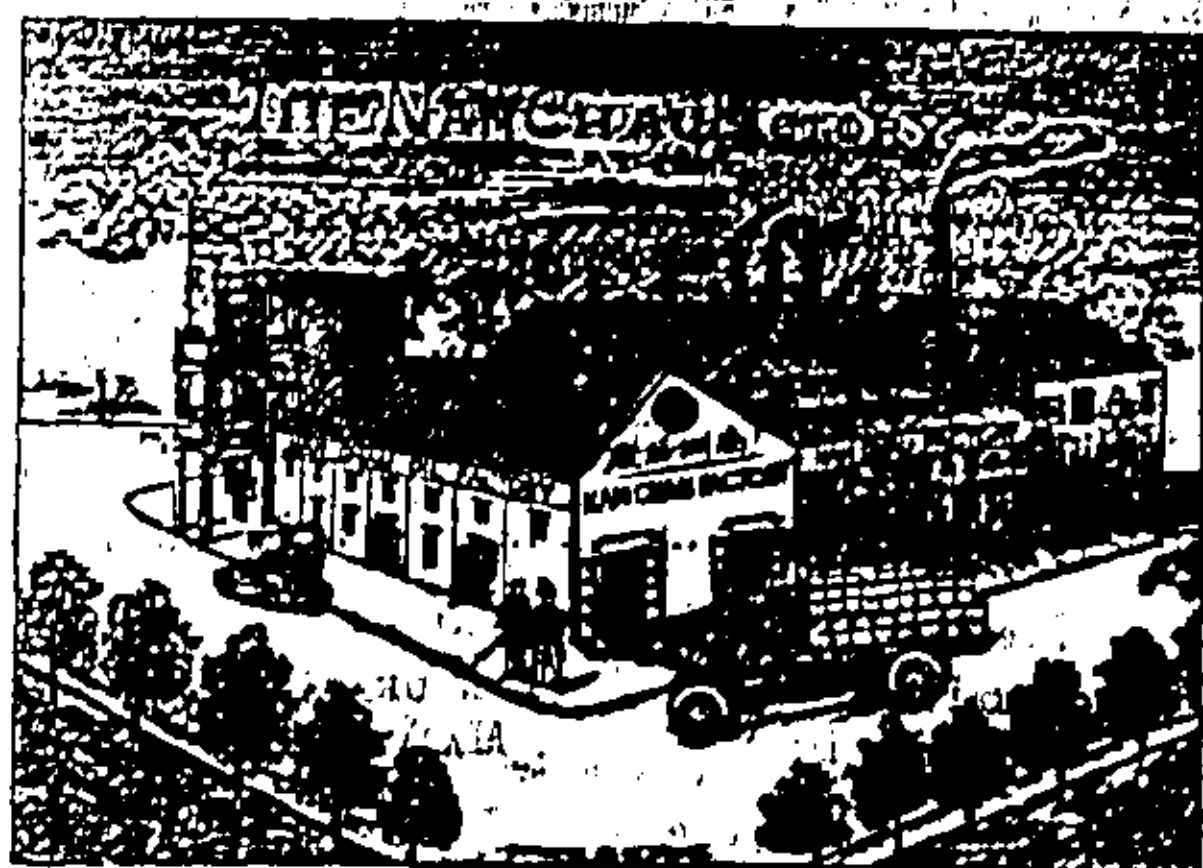
GENUINE MANILA CIGARS

SOLE AGENTS:

TABAQUERIA FILIPINA,

10, DES VŒUX ROAD.

[769]



IMPORTANT NOTICE.

IN Manufacture the most important point is improvement, and in Dietetics Cleanliness. Science always insists on these Maxims.

Groundnut or Peanut Oil can be used as a substitute for Olive Oil Butter or Lard, but when slightly Dirty is injurious to health.

In China, by the Ordinary Methods of Extraction, Dirt and Dust are not guarded against. Our Method shows a great advance. By the use of New Machinery and New Methods Scrupulous Cleanliness is Assured.

Our Machinery during the Process Filters the Oil while our Factory is Free from Dust. Our Oil is Clear, Sweet and Fragrant, and compares most favourably with other Oils used for Culinary purposes: there is no residue.

Prices are moderate so as to induce new business.
Analysis is always given before Shipment to Foreign Countries.

NAM CHAU OIL FACTORY.

Office:—No. 28, Cornhill Road West, HONGKONG.
Factory:—No. 28, Kwei Lin Street, SAMSHUIPO.

This Sole Proprietorship of this concern belongs entirely to a Chinese Citizen.

[695]

STORY OF THE FOKKER PLANE.

WIRELESS-STEERED BOMBER.

In a message to the Exchange Telegraph Company from Amsterdam, an American correspondent describes a conversation he has had with M. A. G. H. Fokker, the Dutch inventor whose name is associated with the now famous Fokker aeroplanes.

"If the war had gone on for several more years, how far would the aeroplane have developed?" I asked M. Fokker.

His answer revealed what he assured me had been a great military secret. "We would have put the artillery out of commission," he said. "We would have made the big guns as old-fashioned as spears. It was all the fault of the Army 'red tape' in Berlin that it was not begun sooner."

"It was like this: In 1913 the Army authorities asked me if I could make a very cheap aeroplane with a very cheap engine, capable of flying about four hours, which could be steered through the air by wireless waves. They intended to load each one of these aeroplanes with a huge bomb and send them into the air under the control of one flying man, who would herd them through the sky by wireless like a flock of sheep. He would be able to steer them as he pleased, and send them down to earth just exactly the spot he selected."

TO SUPPLANT BIG GUNS.

The German idea was that it was a tremendous waste to send shells through the air by means of explosives; their idea was to put all their explosives into the shells, and then move the shells to their destination by gasoline power. They had really lost faith in the use of big guns. The 'Big Bertha,' which fired shells 75 miles to Paris, was, probably, partly intended to delude the Allies into believing that the Germans were developing their big guns instead of preparing to discard them, and if they had not got tangled up in their own 'red tape' they would have rendered the big guns useless before the Armistice came.

"I prepared the plans they asked for. I found that we could make use of old engines that were not reliable for fighting planes. All we asked of an engine was that it should fly for about four hours at the most. Of course, each one of these aeroplanes with its engines would be blown up when the bomb exploded, but the whole thing was not much more expensive than firing long-range shells, and it would be far more sure and far more deadly."

My plans were accepted by the authorities, and then the War Office made its great mistake—it decided to make the aeroplanes itself. The War Office bungled along with the manufacture of the planes for many months, and when they had finally turned out a few machines they found they could not be depended upon.

In the summer of 1913, three months before the Armistice, they came to me and gave me a huge order for wireless-steered aeroplanes. I had just got ready to manufacture them in wholesale quantities when the end of the war came. These aeroplanes would have worked havoc wherever they were used; it would have been like shooting huge shells hundreds of miles with a range that was absolutely accurate."

THE PLANE OF THE FUTURE.

"What will be the aeroplane of the next war?" I asked.

"The winged wireless-steered bomb and great aeroplanes that will carry hundreds of men."

"How fast will they go? What is the speed limit of an aeroplane?"

"The only speed limit is your pocket-book. Give me plenty of money and I can make an aeroplane that will go as fast as you can imagine."

M. Fokker showed me a photograph of an aeroplane without an engine. "This is my very latest idea," he said. "This is an aeroplane that can be towed behind another plane."

"My idea now is to put it out as a sporting idea. It costs very little to make a motorless aeroplane. Sporting contests with such machines would be very much like tobogganing contests on the winter runs in the Alps. An 'air coaster' could be towed by an aeroplane to a height of 5,000 ft. or more, and then, cut loose and glide down."

"There are dozens of different contests that might be made with these 'air coasters.' They are just as safe as aeroplanes, and I think the day will come when 'air coasting' without engines will be a great sport."

M. Fokker would tell me little of his further plan to tow a series of these machines as a locomotive tows a string of cars, but he has such a plan.

"It would not be impossible to set out with a line of towed coasters," he said, "and have each coaster cut loose when it reached the town where the passengers in the particular coaster wished to alight."

"You know," he said in conclusion, "there is no limit to what can be done with aeroplanes providing the money is forthcoming. I have plans now for a 20,000 horse-power aeroplane."—Times.

THE AMERICAN WOMAN.

Recommending more outdoor exercise for women, particularly those engaged in business, Miss Berlin, speaking at the world conference of women doctors at New York said:—"American women are sluggish and slothful, too vain to be sensible, too lazy to be healthy, too careless to 'give a hang.' The trouble with professional women, said Miss Berlin, was that most of their pleasure came from association with men, which made them vain about their appearance, so that they did not want to wear easy athletic clothes. Dancing was only passive exercise, added the speaker. Women should walk to keep fit."

THEATRE ROYAL.

MR. T. DANIEL FRAWLEY

presents the

FRAWLEY COMPANY

In Repertoire of the Latest London and New York Successes.

TO-NIGHT

TO-NIGHT

"FOREVER AFTER"

SATURDAY

Nov. 22nd

"LIGHTNIN"

MONDAY

Nov. 24th

"THE MISLEADING LADY."

TUESDAY

Nov. 25th

"THE BRAT."

WEDNESDAY

Nov. 26th

"EAST IS WEST."

THURSDAY

Nov. 27th

"THE MAN WHO CAME BACK."

Prices as Usual.

Booking at MOUTRIE'S.

[1473]

SHEWAN, TOMES & CO.

MOTOR DEPARTMENT.

Distributors for

COLE DODGE & OLDSMOBILE Cars,
FEDERAL Trucks—FISK Tires,
HARLEY-DAVIDSON Motorcycles.

ARROW-BRENNAN JACOBSEN METZ,
RED WING, ROBERTS & VENN-
SEVERIN Marine engines.

We stock Spare Parts also carry a complete line of Auto-Accessories and Motorboat Fittings.

Motor Car Storage

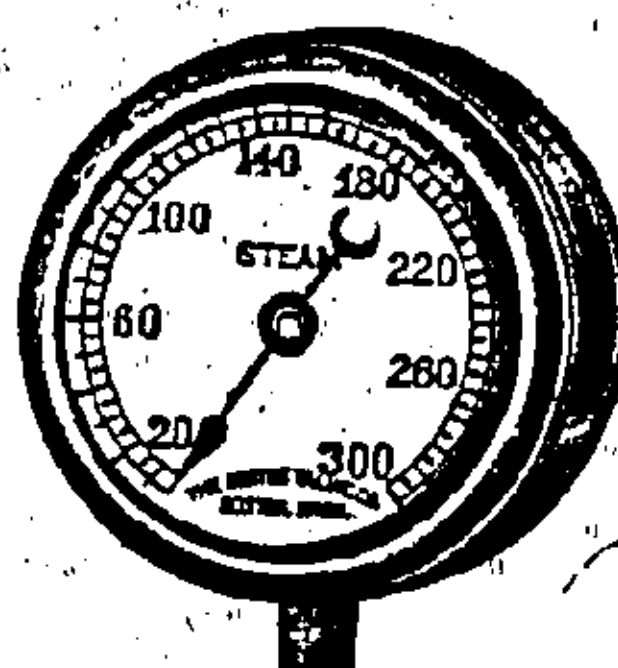
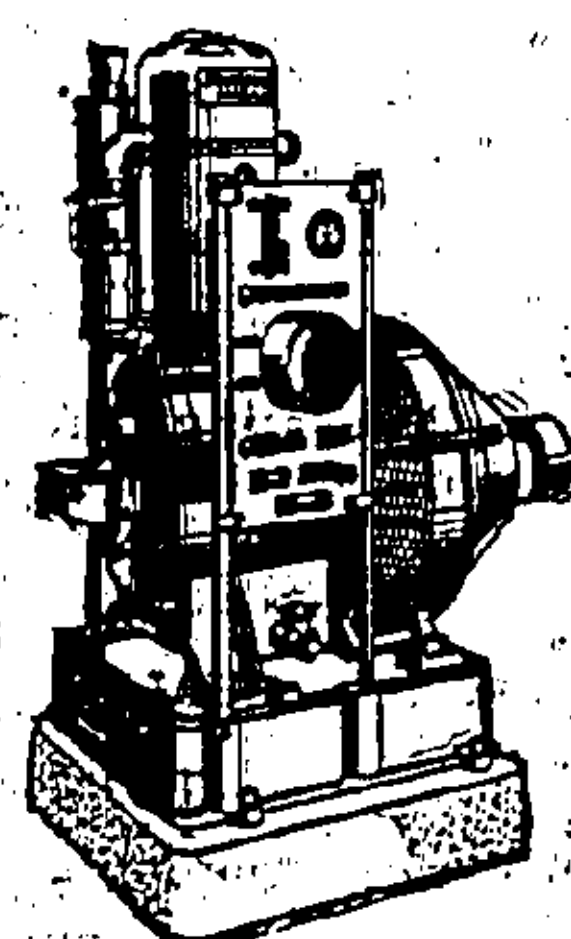
Repairs of all descriptions under European supervision.
Re-painting a speciality.

Inquires and Inspection Invited.

Call at our Motor Garage
No. 7, Russell St.

Phone 659.

[93]



Pressure Gauges
for all purposes.

Sole Agents for:

Ashton Valve & Gauge Co.

Union Engineering Co., Ltd.,

HONGKONG.

TEMPORARY OFFICES:

TOP FLOOR PRINCE'S BUILDING.

[1463]

We sell only

Pianos of Merit

but they are not necessarily

expensive, you can buy one

for \$450.

The Robinson Piano Co., Ltd.

[927]

A GOOD INVESTMENT

is always sought after. Any expenditure, however, which promotes one's well-being is a sound investment. Good health, undoubtedly, is one of the greatest assets a man or woman can possess for without it none can be at their best physically or mentally. Hence good health, the joy of life is dimmed. Beecham's Pills are a paying investment for all who desire to promote and maintain good health. It is wise to have recourse to this wonderful medicine on the first signs of indigestion. When the stomach is disordered, when the appetite is poor, when the bowels are irregular, the liver sluggish or you feel generally out of sorts you cannot do better than take a few doses of this world-famous medicine. You will certainly benefit. There are ample returns in health and satisfaction for all who invest in the remedy of Beecham's Pills.

Beecham's Pills

Prepared only by THOMAS BEECHAM, St. Albans, England.

Sold everywhere in bottles, price 5/6 (36 pills) 1/4d (56 pills) & 2/9 (168 pills).

HONGKONG HOTEL.

TEA DANCES

will be held on the following Days during the month of NOVEMBER

From 4.30 to 7 p.m.

TO-DAY (Friday), 21st.

and

Monday, 24th, Thursday, 27th.

Admission to Dance Room

Each Day \$2 per head, including

Tea.

J. H. TAGGART

Manager.

[1455]

DAIRY FARM NEWS

OWN HOUSE-FED POULTRY

We are now able to supply our customers with own fed poultry and to meet all demands.

Our present stock consists of specially selected birds which are in prime condition and should give every satisfaction.

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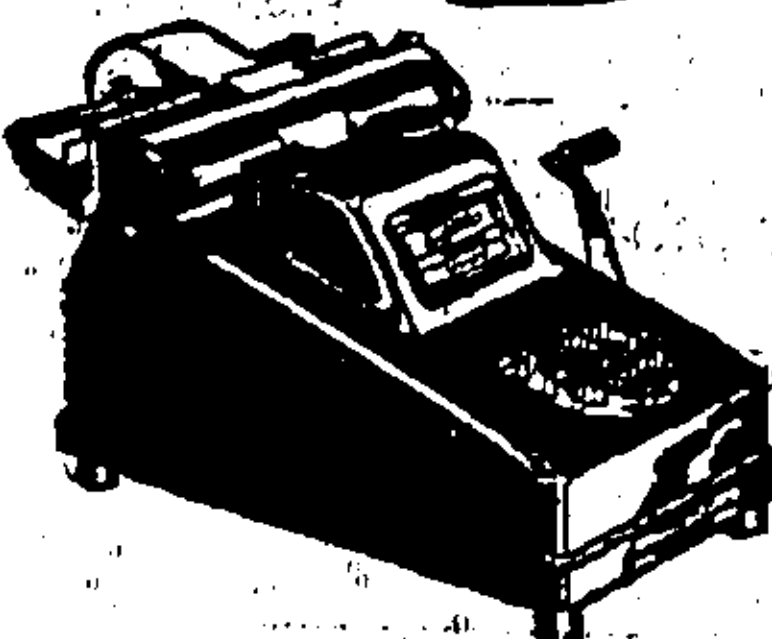


Calculating Machines

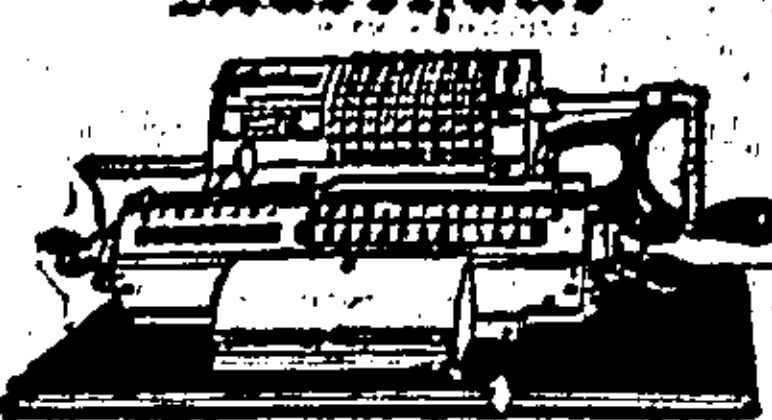
Addition
Multiplication
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Constructed for use in every branch of business

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MONROE



All successful Business Men of Hongkong recognize the economy and efficiency in the use of CALCULATING MACHINES.

ALEX. ROSS & CO.,
Machinery Department,
25, Des Vœux Road Central,
Telephone 2487.

SHIPPING NEWS

ARRIVALS

November 19th.
Norona, British str., 4,240 tons, Capt. Cassey, from London, with a general cargo.—Mackinnon, Mackenzie & Co.
Shan-shing, Chinese str., 297 tons, Capt. Place, from K. C. Wan and Macao, with a general cargo.—P. On & Co.

November 20th.

André Leloup, French str., 7,375 tons, Capt. Taoufigue, from Marseilles, with a general cargo.—M.M. Co.
Devonport, British str., 1,047 tons, Capt. Shearer, from Bangkok, with a general cargo.—Kwong Nyan Song.
Kwong Nyan, British str., 1,323 tons, from Bangkok, with a general cargo.—B. & S.

Tung Shing, British str., 1,176 tons, Capt. McAtosh, from Dairen, with a general cargo.—J. M. & Co.
Wing Hung, Chinese str., 264 tons, Capt. Cordova, from K. C. Wan and Macao, with a general cargo.—Fat Hing & Co.

Yue King, Chinese str., 516 tons, Capt. Anderson, from Canton, with ballast.—Carnichael and Clark.

PASSENGERS.

ARRIVALS.

Per s.s. *André Leloup*, on November 20th.—Mr. and Mrs. Jentura, Mr. and Mrs. de Toriano, Mr. and Mrs. Angoso, Mr. and Mrs. Delgado, Mr. Berlingosque, Mr. Palamari, and Mr. Warfield.

Per s.s. *Devonport*, on November 19th.—Mr. and Mrs. Benjamin, Mr. and Mrs. Booth, Mr. Boerboone, Mr. Black, Mr. and Mrs. Bailey, Mr. Bakalleimoff, Mr. H. Colville, Miss M. Cohen, Mr. D. Daryanaw, Mr. J. Elias, Mr. F. Fox, Mr. A. Gillingham, Mr. and Mrs. Gillman, Mr. F. Hill, Mr. A. Hussen, Mr. Hardman, Mr. H. Hart, Mr. F. C. Jenkins, Mr. and Mrs. Jones, Mr. and Mrs. Kendall, Mr. and Mrs. Latham, Capt. MacKenzie, Mr. and Mrs. Macintosh, Capt. Maxwell, Mr. Mackair, Mr. A. Matthew, Mrs. E. F. Parr, Miss M. Renda, Mr. S. Rowan, Miss Slater, Miss Simpson, Mr. M. Salic, Mr. T. Sinha, Mr. A. S. Scandrett, Mr. W. Tyler, Mr. and Mrs. Tammek, Mr. M. Vania, Mr. H. White, Mr. H. Wilkinson, and Mr. J. Wolf.

DEPARTURES.

Per s.s. *Empress of Japan*, on November 19th.—Mr. and Mrs. F. A. Alvarez, Mr. Roy Anderson, Mr. Simpson Blackwood, Mrs. T. I. Carthage, Mr. Peter Elholm, Mr. H. E. Hyde, Miss Hirst, Mr. L. E. Hamilton, Dr. J. E. Hallman, Mr. W. H. Oldfield, Mr. P. C. Potts, Mr. A. G. Rendall, Mr. and Mrs. A. R. F. Raven, Mr. and Mrs. B. A. Roberts, Mr. Wm. Ross, Mr. F. C. Roberts, Mr. S. Stockmet, Mr. B. Sanders, Lieut. Com. K. F. Smith, Mr. David Thomas, Mr. Cipiano A. Valdez, and Mr. B. H. van Buren.

SHIPPING MOVEMENT

The Admiral line s.s. *Saucon* arrived yesterday morning from New York, with 2,000 tons of general cargo.

JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN
 JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJITAROEM	JAVA	21st Nov.	28th Nov.	SHANGHAI
TJIKEMBANG	—	—	30th Nov.	SINGAPORE
TJIKINI	JAPAN	4th Dec.	6th Dec.	JAVA

*Wireless Telegraphy.
 The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.
 For Particulars of Freight and Passage apply to the

Yok Building, 1st Floor. **JAVA-CHINA-JAPAN LIJN.**
 Telephone No. 1974.

LLOYD TRIESTINO
S.S. "NIPPON"

For SINGAPORE, COLOMBO, PORT SAID and TRIESTE hence, about Dec. 1st.
 To be followed by

S.S. "PERSIA"
S.S. "AFRICA"

For freight or passage apply to—
DODWELL & CO., LIMITED,
 Agents. 1123

FOR NEW YORK.

AMERICAN ASIATIC S.S. CO.

S.S. "ARABIAN PRINCE"

will be despatched for NEW YORK via PANAMA CANAL about
 End of December.

For freight and further particulars, apply to—
SHEWAN, TOMES & CO.,
 Agents. 1317

WEATHER REPORT.

November 20th, at 11.30.—No returns from Japan.
 Pressure changes are slight at all reporting stations.

The anti-cyclone has weakened slightly and the depression over the Philippines has apparently filled up. The depression in the Pacific has moved to the north-west of Guam.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.01 inch. Total since January 1st, 73.43 inches, against an average of 81.57 inches.

The forecast for the 24 hours ending at noon to-day is as follows—

District	Forecast.
Hongkong to Gap Rock	N.E. winds, fresh, fair.
Formosa Channel	N.E. winds, strong.
South Coast of China between Hongkong and Lamocka	The same as No. 1
South Coast of China between Hongkong and Hainan	The same as No. 1

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, November 20th

	Previous Day at 2 p.m.	On Date at 2 p.m.	On Date at 2 p.m.
Barometer	30.03	30.08	30.05
Temperature	69	62	71
Humidity	81	78	54
Wind Direction	NE	NE	NNW
Force	3	2	1
Weather	o	od	o
Rain	0.01	0	0.01

Highest open-air Temperature on 19th, 71
 Lowest open-air Temperature on 20th, 62

HONGKONG TIDE TABLE.

From 21st to 27th November 1919.

	High Water.	Low Water.
Day of Week	Time	Time
Fri. 21	5.25	11.15
Sat. 22	6.19	12.04
Sun. 23	7.10	12.55
Mon. 24	8.00	1.46
Tues. 25	8.50	2.37
Wed. 26	9.40	3.28
Thurs. 27	10.30	4.19

N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Manila, Shanghai & Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

KASHIMA MARU ... Saturday, 29th Nov., at 11 a.m.
 FUSHIMI MARU (omitting Manila) ... Saturday, 13th Dec., at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said and Marseilles.

TAMBA MARU ... Friday, 28th Nov., at Noon.
 MISHIMA MARU ... Friday, 12th Dec., at Noon.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

TANGO MARU ... Wednesday, 24th Dec., at 11 a.m.
 NIKKO MARU ... Middle of Jan.

NEW YORK & HAVANA via Kobe, Yokohama, Muroran, San Francisco, Panama & Colon.

TOKIWA MARU ... Wednesday, 28th November.

SOUTH AMERICAN PORTS via Cape.

BOMBAY & COLOMBO via Singapore.

TAMA MARU ... Sunday, 30th November.
 SHINYO MARU (Bombay direct) ... Tuesday, 2nd December.
 TOTOMI MARU ... Friday, 5th December.

CALCUTTA & RANGOON via Singapore & Penang.

NAGATO MARU ... Tuesday, 26th Nov.
 MURORAN MARU ... Thursday, 4th Dec.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

TANGOMARU ... Friday, 21st Nov., at Noon.
 NIKKO MARU ... Saturday, 20th Dec., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

KITANO MARU ... Tuesday, 26th Nov., at 11 a.m.
 TOKUSHIMA MARU ... Saturday, 29th Nov.

ASA MARU (Kobe only) ... Thursday, 2nd December.
 INABA MARU ... Thursday, 11th Dec., at 11 a.m.

EXTRA SERVICES (Marseilles, L'pool, Antwerp, R'dam, H'burg etc.)

TATSUNO MARU (London, Antwerp & Hamburg) ... Sunday, 23rd Nov.
 TSUSHIMA MARU (Marseilles & Liverpool) ... Thursday, 4th Dec.

DUREAN MARU (London, Antwerp, Rotterdam & Hamburg) ... Middle of Dec.
 PENANG MARU (Marseilles & Liverpool) ... Beginning of January.

For further information apply to—**NIPPON YUSEN KAISHA.**
 Telephone Nos. 292 & 293 S. YASUDA, Manager

PACIFIC MAIL S.S. CO.

U.S. MAIL LINE.

Operating the new first-class steamers

"ECUADOR," "VENEZUELA" AND "COLOMBIA."

HONGKONG TO SAN FRANCISCO,

VIA SHANGHAI, KOBE, YOKOHAMA AND HONOLULU.

THE SUNSHINE BELT.

The most comfortable route to America and Europe.

SAILINGS FROM HONGKONG AT NOON.

S.S. "VENEZUELA" ... Tuesday, Dec. 2nd, 1919.
 S.S. "ECUADOR" ... Wednesday, Dec. 31st, 1919.
 S.S. "COLOMBIA" ... Wednesday, Jan. 28th, 1920.

ALSO

The following U.S. Shipping Board vessels

S.S.	Sails from San Francisco	Due to sail from Hongkong
S.S. "WEST INSERIP"	Oct. 25th, 1919	Dec. 17th, 1919
S.S. "WEST CADDOA"	Oct. 30th, 1919	Dec. 24th, 1919
S.S. "WEST CONOB"	Nov. 1st, 1919	Dec. 29th, 1919
S.S. "WEST VACA"	Nov. 10th, 1919	Jan. 3rd, 1920
S.S. "WEST KADOR"	Nov. 20th, 1919	Jan. 10th, 1920
S.S. "WEST NERIS"	Dec. 25th, 1919	Feb. 13th, 1920

Cargo accepted on through Bills of Lading to Baltimore, Havana, Central and South American ports.

For further information apply to—
PACIFIC MAIL S.S. CO., Alexandra Building, Chater Road.
 Cable Address: "SJLANO."

Telephone 141.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATION

MANILA ...	"YUENSANG" ... Fri., 31st Nov., 3 p.m.
THAKSIN via WEIHAIWEI and CHEFOO ...	"CHEUNG" ... Sat., 29th Nov., D'light
SANDANAN ...	"HINSANG" ... Tues., 3rd Dec., Noon
SHANGHAI ...	"TUNGSHING" ... Wed., 26th Nov., D'light
COBE ...	"CHAKSANG" ... Wed., 26th Nov., 5 p.m.
SHANGHAI ...	"KWONGSANG" ... Thurs., 27th Nov., D'light
STRAITS & CALCUTTA ...	"KWAISANG" ... Mon., 1st Dec., D'light
KOBE ...	"LAISANG" ... Fri., 5th Dec., 5 p.m.

CALCUTTA LINE.—This Line affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila, by vessels with good passenger accommodation; sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Haiphong when inducement offers.

BOERNEO LINE.—One sailing per month between Hongkong and Sandakan by steamer having up-to-date accommodation for passengers.
 Cargo taken on through Bills of Lading for Kuantan, Jesselton, Labuan, Tawau and Lahad Data.

TIENTSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

For Freight or passage apply to—
JARDINE, MATHESON & CO., LTD.,
 Telephone No. 215. General Managers.

CP O S

SAILINGS

HONGKONG to VANCOUVER

(via Shanghai, Nagasaki (*Moj) Kobe & Yokohama)

From Hongkong to Vancouver

From Vancouver to Hongkong

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INDIAN AFRICAN LINE

Cargo carried on through Bills of Lading from HONGKONG to BRERA, OBLAGO BAY, DURBAN (SOUTH EAST LONDON, PORT ELIZABETH and CAPE TOWN) with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BRERA, OBLAGO BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED.
Managing Agents.

"ELLERMAN" LINE.

(SHEWAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

or to REISS & Co., Canton.

THE BANK LINE, LIMITED.
General Agents.

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamer	To Sail
SOURABAYA & SAMARANG	"TAIKOO WAN YI"	On 22nd Nov. 4 P.M.
SHANGHAI & TIENTSIN	"TEAN"	On 22nd Nov. 4 P.M.
HONGKONG and BANGKOK	"KWANGSE"	On 23rd Nov. 9 A.M.
SHANGHAI	"SUIYANG"	On 25th Nov. Noon.

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation and ships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (thrice weekly) and Tientsin, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow. For Freight or Passage apply to—
BUTTERFIELD & SWIRE, Agents.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passenger Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

"HAICHING"	Capt. Thomson	FRIDAY	21st Nov. at 1 P.M.
"QUINNBERG"	Capt. J. Medina	WEDNESDAY	23rd Nov. at Noon.
"BAIHONG"	Capt. J. W. Evans	FRIDAY	25th Nov. at 1 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIR & CO.,
General Manager.

NEW YORK DIRECT.

Joint Service of the

"BLUE FUNNEL" LINE

(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

"CITY OF NEWCASTLE"	via Suez	22nd Nov.
"BURYLOCHUS"	via Panama	23rd Nov.
"KNIGHT TEMPLAR"	via Panama	23rd Nov.

Steamers proceed via Suez Canal or Panama Canal at Owner's option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LTD., HONGKONG
HONGKONG AND CANTON REISS & CO., CANTON.

P. & O. - BRITISH INDIA,
APCAR AND EASTERN &
AUSTRALIAN LINES

(COMPANIES incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,

WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,

RED SEA, EGYPT, EUROPE, &c.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"DILWARA"	5,500	18th Dec.	Straits, Ceylon, Bombay, MARSHALLS & London direct.
"NOVARA"	7,000	19th Dec.	Do
"KASHGAR"	9,000	20th Dec.	Do

BRITISH INDIA-APCAR SAILINGS (South)

S.S.	Tons	From Hongkong	Destination
"ARRATOON APCAR"	4,500	23rd Dec.	Straits, Rangoon and Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

S.S.	Tons	From Hongkong	Destination
"EASTERN"	4,000	27th Nov.	Manila, Timor, Sandakan, Thursday Island, Queensland Ports and Sydney.

SAILINGS TO SHANGHAI & JAPAN

S.S.	Tons	From Hongkong	Destination
"NOVARA"	7,000	21st Nov. 10 A.M.	Shanghai, Kobe & Yokohama
"KASHGAR"	9,000	26th Nov.	Shanghai, Kobe & Yokohama
"ARRATOON APCAR"	4,500	1st Dec.	Shanghai, Kobe & Yokohama
"DILWARA"	5,500	4th Dec.	Shanghai

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.
1st Saloon Passengers may travel by P. & O. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Calcutta.
All Cabins are fitted with Electric Fans free of charge.
Steamers and Sailing dates are liable to be cancelled or altered without notice.
Parcels Measuring not more than 2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.
Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GORDON & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godowns.
For Further Information, Passage Fares, Freight, Handbooks, etc., apply to
MACKINNON, MACKENZIE & CO., Agents.

21, Des Voeux Road Central, HONGKONG.

THE ADMIRAL LINE
PACIFIC STEAMSHIP CO.
TRANS-PACIFIC FREIGHT SERVICE.

Operating the following U.S. Mailing Board Steamers

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

Steamer	From Hongkong	Destination
"ENDICOTT"	About	Nov. 26th
"ELKTON"	About	Nov. 29th
"ELDRIDGE"	About	Dec. 10th
"EDMORE"	About	Dec. 24th
"CITY OF SPOKANE"	About	Jan. 5th
"ICONIUM"	About	Jan. 20th
"SEATTLE SPIRIT"	About	Feb. 1st
"WHEATLAND"	About	Feb. 15th

For PORTLAND direct.

Steamer	From Hongkong	Destination
"WABAN"	About	Dec. 19th
"WAWALONA"	About	Dec. 29th

THE ADMIRAL LINE.

Telephone 2477 & 2478. Fifth Floor, HOTEL MANHATTAN.

FOR NEW YORK.

AMERICAN ASIATIC S.S. CO.

S.S. "SLAVIC PRINCE"

will be despatched for NEW YORK via SUEZ CANAL on or about
December 6th.

For Freight and further particulars, apply to—

SHEWAN, TOMES & CO.,
Agents

TOYO KISEN KAISHA.
SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS,

(Sailings from Hongkong—Subject to Change Without Notice.)

Steamers	Tons	Leave Hongkong
SIBERIA MARU	20,000	Nov. 28th (from Kobe)
KORRA MARU	20,000	Dec. 2nd
NIPPON MARU	20,000	Dec. 8th (from Yokohama)
TENYO MARU	20,000	Dec. 18th
SHINYO MARU	20,000	Jan. 15th
PERSHA MARU	9,000	Feb. 3rd, 1890

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALING CRUZ, BALBOA, CALLAO, ARICA and IQUIQUE.

THENCE BY TRANS-ANDERSON ROUTE TO BUENOS AIRES

Steamers	Tons	Leave Hongkong
KIYO MARU	17,000	Jan. 21st, 1920
ANYO MARU	16,000	Mar. 1st
SEIYO MARU	16,000	May 1st

Tickets are interchangeable with the Canadian Pacific Ocean Services, Ltd. and the Pacific Mail Steamship Co.
Passengers may travel by rail between Ports of Call in Japan free of charge.
For full information as to rates, sailings, etc., apply to—
T. DAIGO, Manager, King's Building.

Telephone 2274 and 2275.

MESSAGERIES MARITIMES.
FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION
DESTINATION STEAMER & DISPLACEMENT SAILING DATE

SHANGHAI, KOBE & YOKOHAMA	"ANDRE LEBON"	20,000	On or about 21st Nov.
MARSEILLES, HAIPHONG, SAIGON, SINGAPORE, COLOMBO, PORT SAUD	"SPHINX"	20,000	On or about 16th Dec.
SHANGHAI	"SCHARNHORST"		On or about 30th Nov.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY

For full particulars regarding sailings, etc., apply to—

Telephone 740.

J. TOURNET,
Acting Agent,
Queen's Building.

O. S. K.
OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON & ANTWERP—Monthly direct service via Singapore and Port Said.
"ALPS MARU" ... End of November.
"AMUR MARU" ... End of Dec. or early Jan.

GENOA—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Company's steamer.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN and CAPE TOWN via SINGAPORE.

"SEATTLE MARU"	Tuesday, 25th November.
"SUMATRA MARU"	Middle of December.

BOMBAY COLOMBO—Regular fortnightly service via Singapore.

"SAIGON MARU"	Saturday, 28th November.
"KASADO MARU"	Friday, 7th December.

SAIGON, BANGKOK, SINGAPORE—Regular Monthly services

"UNNAN MARU"	Monday, 1st December.
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SYDNEY, MELBOURNE—Monthly service calling at AUCKLAND, N. Z. and ADELAIDE.

"KUNAJIRI MARU"	Thursday, 11th December.
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VICTORIA, VANCOUVER, SEATTLE, TACOMA—

Regular fortnightly services touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.

"AFRICA MARU"	Saturday, 22nd November.
"CANADA MARU"	Thursday, 27th November.

JAPAN PORTS—Mojji, Kobe, Yokkaichi, Yokohama.

KEELUNG via SWATOW, AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O.S.K. wharf near the Harbour Office.

"AMAKUSA MARU"	Sunday, 23rd November.
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For TAKAO via SWATOW and AMOY.

For sailing dates and further particulars please apply to—

Y. YASUDA,
Manager,
No. 1, Queen's Building.

CHINA MAIL S.S. CO., LTD.

FRIGHT AND PASSENGERS

"NANKING" "CHINA" "NILE"
15,000 tons, 10,000 tons, 11,000 tons.

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS AND HONOLULU
"NANKING" "CHINA" "NILE"
13th Jan. 1920, Nov. 22nd, Dec. 20th

An unsurpassed high-class passenger service.

Princes Buildings, O. H. RITTER, Freight and Passenger Agent, Lee House Street, Tel. 1845

